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EDITION



JAGUAR

MODEL OVERVIEW

A round-up of all Jaguar derivatives from 1935 to 2020

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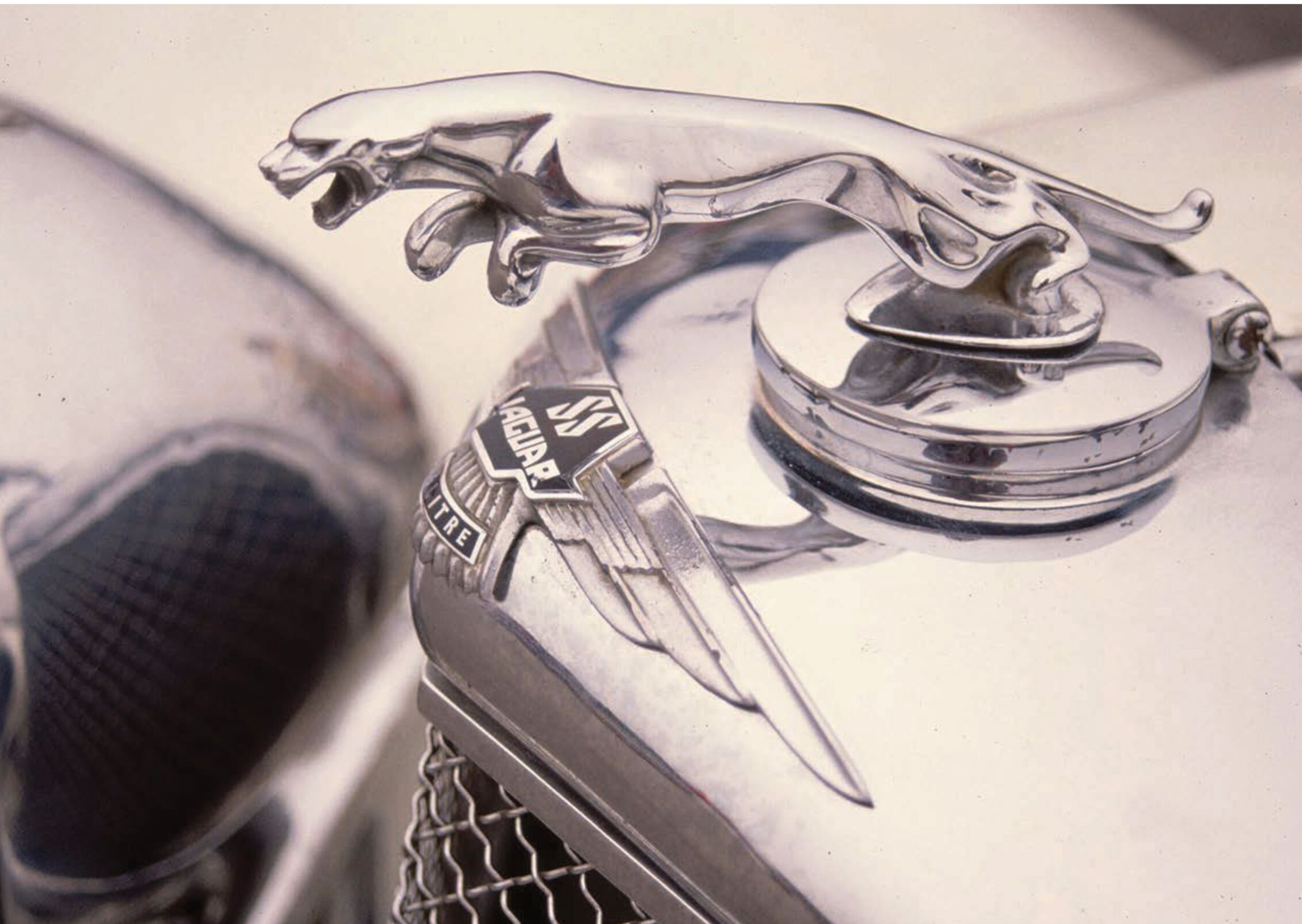


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Welcome to the first in a new series of bookazines, Jaguar Memories. Here, we trace the history of this iconic British brand from its origins as a Blackpool sidecar maker through its move to the British 'motor city' of Coventry with which it will forever be associated, to the dramatic postwar XK sports cars, the glamorous E-Type, the ground-breaking XJ and on to the high-tech cars of modern times.

Driven by the steely focus of company founder Sir William Lyons, the Jaguar brand had encountered war, catastrophic fire and even survived being a part of the chaotic British Leyland organisation before finding a new confidence under Ford ownership despite the many critics of the takeover and has now cemented its place in the JLR group as one of the world's most desirable premium automotive brands.

We begin the journey with the Swallow Sidecar Company and its motorcycle sidecars, before covering the special-bodied Austins which got the company started in the car business and then the Standard-powered models which represented its first complete cars.

The development of the enduring XK engine during the war years allowed Jaguar to dispense with its bought-in powerplants and was the driving force behind the creation of the stunning XK120.

The XK engine would go on to power a new generation of Jaguars; first the imposing saloons of the 1940s and '50s, then the Mk1 and Mk2 which opened the brand up to a whole new market, plus of course the impossibly stylish E-Type.

By the time the XK engine was replaced, Jaguar had brought V12 power within reach of buyers who weren't in the market for an Italian supercar and then moved into V8 power to create a new generation of sports cars which had what it took to compete head-on with the German brands.

The next chapter of the story saw Jaguar reinventing itself for a new century by revisiting Sir William Lyons' own style from the original XJ saloon for the all-new XF and XJ, by which time high-tech lightweight aluminium construction was a trademark of the brand as it once again entered the Mk2 market with the all-new XE.

Fast forward to the present day and Jaguar is offering the range of SUVs and sports cars modern buyers expect, while its rapidly-developed I-Pace has even shown Tesla a few lessons, showing Jaguar have their eyes firmly fixed on the future of motor manufacturing.

Paul Sander
Editor, Jaguar Memories

JAGUAR MODEL OVERVIEW

A round-up of all Jaguar derivatives from 1935 to 2020



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JAGUAR MEMORIES

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Designed 'in house' by Lyons's own coachbuilder Cyril Holland, the 1927 Austin Seven Swallow was re-bodied Austin Seven chassis. The Swallow proved to be hugely popular and acted as the catalyst for the move from Blackpool to Jaguar's spiritual home, Coventry in 1928.

From SS to Jaguar

It wasn't until 1945 that William Lyons formally created the Jaguar company, but by then he had already been in business for 23 years. Initially starting out in Blackpool in partnership with William Walmsley, the duo had traded as Swallow Sidecar Company, Swallow Sidecar and Coachbuilding Company, and Swallow Coachbuilding Company before officially establishing the Swallow Coachbuilding Company Ltd in 1930.

As the name suggests, the business centred around building motorcycle sidecars but soon branched out into small car bodies, starting in 1927 with Swallow-bodied Austin Sevens. These would be followed by Swallow-bodied Austin Cowleys and an Alvis-Swallow in 1928, before the Fiat Swallow appeared in 1929, taking advantage of surplus Fiat 500 chassis and made alongside the Swift Swallow.

Meanwhile, the Swallow-bodied Austin Seven remained a mainstay of the range and in 1930 the Swallow-bodied Standard 9 appeared which was a significant point for Lyons' company since it brought it

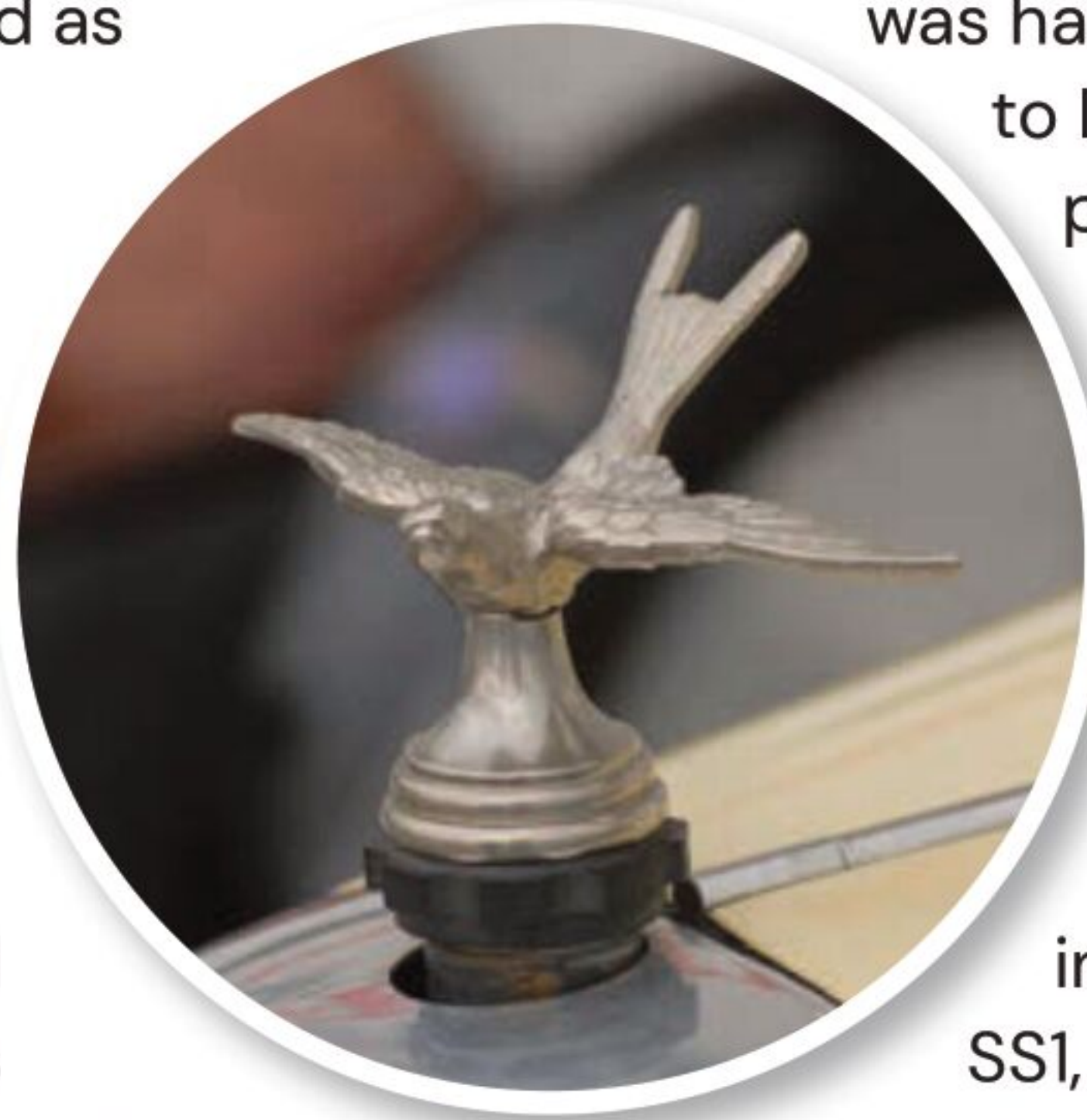
into contact with Standard, Lyons having moved his company to Coventry in 1928, sensing that he needed to be nearer to the heart of the new motor industry.

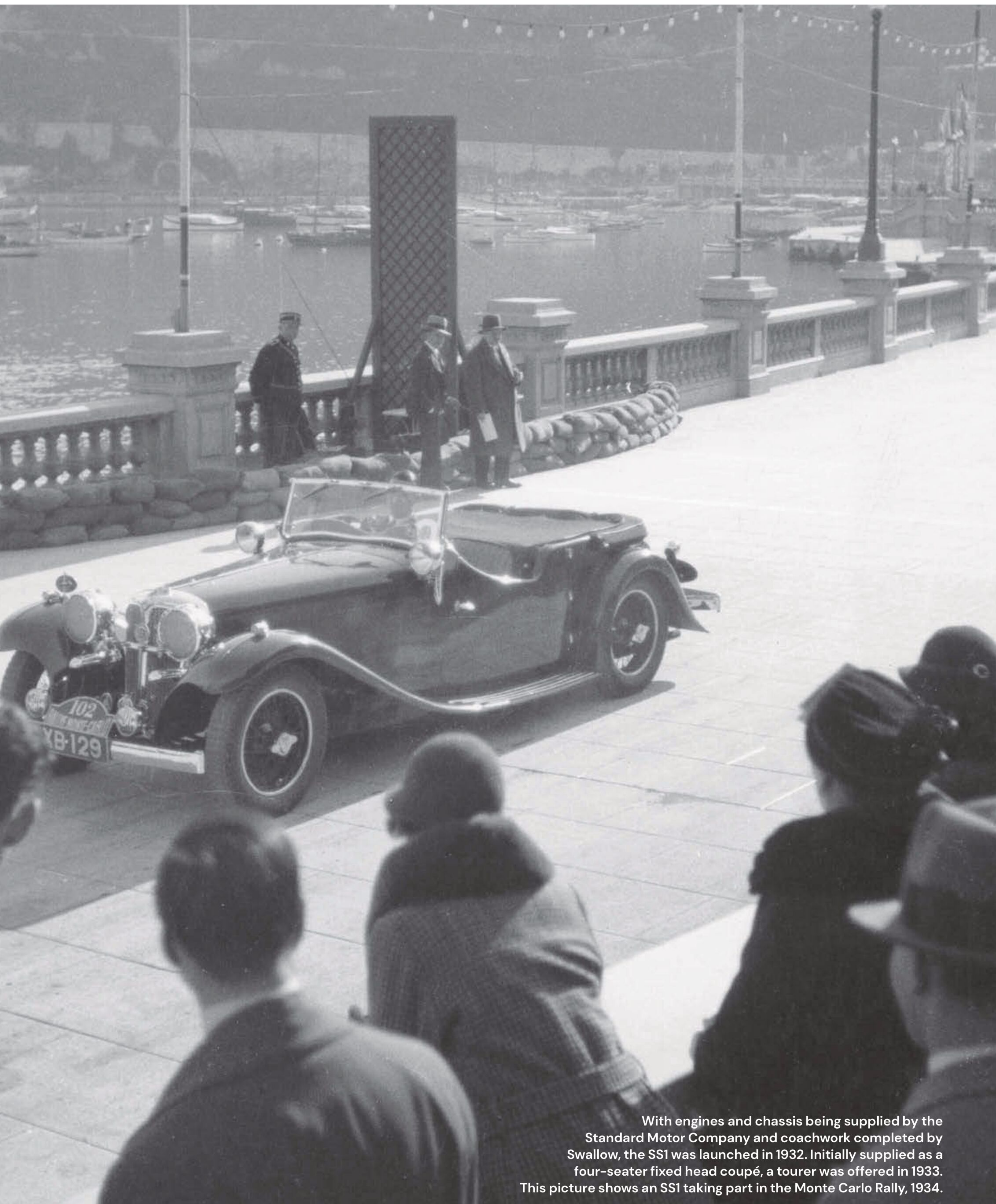
Standard's pragmatic boss Sir John Black was happy to sell bare chassis to Lyons in quantity at trade prices and the resulting six-cylinder Standard-Swallow 16 saw the Swallow company stepping up to a different level.

What can be regarded as the first complete Swallow car appeared in 1931 under the name

SS1, using a bespoke chassis supplied by Standard together with

the six-cylinder engine and an elegant body styled by Lyons himself. From 1931 it was joined by the four-cylinder SS2. In 1935, Walmsley retired having effectively been bought out by Lyons as SS Cars Ltd was formed. It was at this point that the name SS Jaguar came into use, something which would prove useful in the closing years of the war when Lyons decided to lose the 'SS' association for rather obvious reasons, renaming the company in March 1945 Jaguar Cars Ltd.

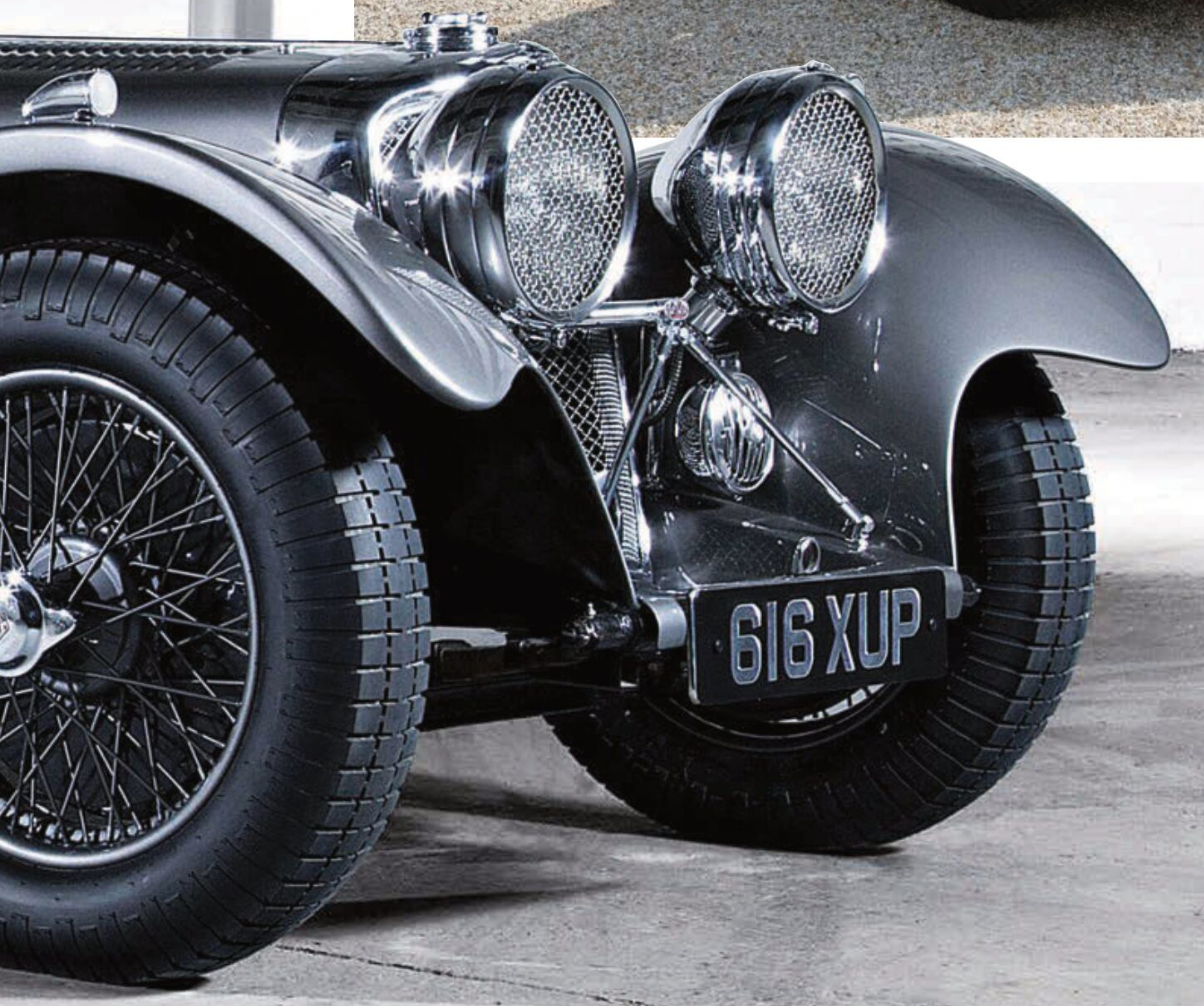




With engines and chassis being supplied by the Standard Motor Company and coachwork completed by Swallow, the SS1 was launched in 1932. Initially supplied as a four-seater fixed head coupé, a tourer was offered in 1933. This picture shows an SS1 taking part in the Monte Carlo Rally, 1934.

SS100 1936-1941





SS100

The SS100 of 1938 wasn't Jaguar's first two-seater sports car but it was the model which caught the imagination and firmly established the SS company as a credible force.

The car was created by fitting the newly-developed overhead-valve six-cylinder engine to the two-seater model which had previously been known as the SS90.

Where the SS90 had used the Standard engine in its original sidevalve configuration, the SS Jaguar 100 employed an overhead valve conversion designed by Harry Weslake. At a stroke this increased the power output by 30bhp and when the capacity was stretched to 3485cc for 1938, the SS100 boasted 125bhp and a top speed tantalisingly close to the magic ton at an officially quoted 98mph.

Unlike its sports-racing rivals, the SS100 was a properly trimmed car with full weather equipment which was easy to drive and could be used every day. Sadly, just 190 2.5-litre cars and 118 of the 3.5-litre SS100 were produced before war brought a halt to production.

2.5-LITRE & 3.5-LITRE (1946-1949)



2.5-Litre & 3.5-Litre

Like most car manufacturers, the postwar Jaguar factory relied largely upon prewar designs and technology to resume car production, but there was one big change. Believing his best chances lay with smaller cars, Standard chairman John Black agreed to sell the entire tooling and production equipment for the Standard engines then being used for Jaguar models.

This meant that Jaguar was now in charge of its own engine supply and represented one more step on its way to becoming a serious player in the British car industry.

The four-cylinder engines were still supplied by Standard for the Jaguar 1.5-Litre model, which was joined by the six-cylinder cars in 2.5-Litre saloon form from 1946. From 1947 a drophead version of the 2.5-Litre and a 3.5-Litre saloon and drophead were also added to the range.

The cars were praised for their speed and refinement but in many ways still represented prewar motoring, using mechanical brakes and lacking independent front suspension.

The all-new Jaguar MkV was already in development however, which meant the 1.5, 2.5 and 3.5-Litre – often referred to colloquially as the MkIV – were destined to be stop-gap models until the MkV was unveiled in 1948. This would also be the last four-cylinder Jaguar until the X-Type diesel appeared in 2003.





MKV 1948-1951



MkV

Had Jaguar's resources not been sorely stretched by the development of the XK engine, the MkV would have been the car to debut the famous powerplant instead of the XK120 which went on to be such a success.

As it was, the company – certainly in the immediate postwar period – was unable to develop both the new engine and an all-new modern saloon car to house it, meaning that Jaguar's first postwar saloon was relatively old-fashioned, visibly providing a link between the prewar cars with their upright prow and separate wings and the bold streamlined future.

The MkV did at least introduce a new chassis which would underpin the company's large saloons right up until the launch of the MkX and included independent front suspension by torsion bars. The car would be the last Jaguar to use the old Standard-derived straight-six engine, which in 3485cc guise with an OHV layout was

good for 125bhp and with a new body hinting at the style of future Jaguars it was sufficiently modern to remain in production until 1951 when it was superseded by the MkVII.

The MkV employed an all-steel body, although the glamorous Drophead Coupe launched in 1950 was more traditional in its construction, retaining wood framing for the doors.





MkVII / MkVII M

The MkVII is often overlooked in the Jaguar chronology but it's an important part of Jaguar history, since without the MkVII there wouldn't have been any XKs. The famous twin-cam six had originally been conceived to power an all-new Jaguar saloon and it was only the slow progress on completing the development of this which resulted in the happy accident which was the creation of the XK120 to showcase the new engine.

Although the show-stopping XK120 was so well received that it became a production model in its own right, the MkVII finally appeared in 1951 as a replacement for the ageing MkV – there was no Jaguar MkVI since Bentley was already offering a MkVI of its own.

It was an imposing vehicle at some 16 feet long and six feet wide and although it may have inherited its chassis from the pre-war MkV, it looked thoroughly modern with its flush-fitting headlamps and integrated wings. In fact the size of the bodysell was a major reason for the delay, since its complexity meant it could no longer be made from separate pressings and

needed the expertise of Pressed Steel to assemble.

Designed with an eye to the crucial American market, the MkVII was capable of carrying six people at 100mph and was ideally suited to refined long-distance travel.

This pace explains why MkVIIIs were taken to fourth and sixth positions on the 1962 Monte Carlo rally and why Stirling Moss managed to take a MkVII to victory on track in Silverstone's 1952 Production Touring Car race.

The MkVII was initially offered with the 160bhp 3.4-litre XK engine and for the British market the sole option was the four-speed manual gearbox, a result of postwar trade and foreign currency regulations which restricted import of the US-made Borg-Warner automatic boxes. As ever though, the US market was crucial, meaning that the Board of Trade permitted import of the Borg Warner box for cars which were destined to be re-exported.

In 1954 the MkVII was updated into what we would today call a mid-life facelift in the shape of the 'M' model which was debuted at the Motor Show of the same year.

Visually the MkVII M was identified by horn grilles replacing the foglights which were relocated to the bumper, wing-mounted flashing indicators and the big Lucas J700 lamps with the central 'J' emblem, while the rear end received reshaped lights.

Since higher-octane fuel was by then available, the engine was uprated to 8.01:1 compression which together with reprofiled camshafts saw power rise to 190bhp. In manual form, this translated to a top speed of 106mph and 0-60mph in 11.6 seconds.

This was no longer the sole option for British buyers, since in 1954 Borg Warner had opened a factory in Letchworth, which meant British-made automatic transmissions could be fitted, avoiding the import restrictions which had previously limited the automatic option to US-bound cars.

To complement the increased performance, the suspension was suitably stiffened courtesy of thicker torsion bars at the front and revised spring rates for the rear.

The MkVII M would be produced until 1957 when it was replaced by the very similar-looking MkVIII.



XK120

Anyone who has experienced a sobering moment in the ruins of the old cathedral will agree that not much good came from the Blitz in Coventry. Amidst the chaos of war though, were planted the seeds of what would become the very foundation of the modern Jaguar brand.

Like so many car factories Jaguar's manufacturing facilities were turned over to military contracts and staff were required to spend one night a week on fire-watching duties but unsurprisingly, the efficient William Lyons ensured that the time was made productive.

"He turned these sessions into a kind of 'design seminar' for what SS would do when car production could be resumed after the war," recalled former Chief Development Engineer Walter Hassan in his autobiography.

At that time the engines used in SS-Jaguars were a mixture of four and six-cylinder units all supplied by Standard, fitted with the firm's own overhead-valve conversion. Lyons' love-hate relationship with Standard boss Sir John Black made him keen to produce his own engine and it was this which was the focus of the fire-watching sessions.

After prototypes had gone through development codes XA to XJ, the definitive engine was produced under the name XK, including the chain-driven twin cam layout and hemispherical combustion chambers. Naturally, the development of an all-new engine when the company's finances had been hit hard by the war years didn't leave abundant resources for other activities and so the development of the all-new car which Lyons had wanted to debut after the war had to be sidelined.

What he had in mind was a big, imposing saloon car but although



the so-called MkVII was already in development, it wouldn't be ready for production until 1950. He was unwilling to tarnish the glamour of his new high-tech engine by fitting it into the old-fashioned MkV, but didn't want to miss the chance to promote it either.

The first postwar British motor show was scheduled for Earls Court in October 1948 and Lyons was keen to have something glamorous to exhibit. The solution was to work up a new sports car which would be the company's first since the SS100 and the company set to work in a hurry.

Using a shortened MkV chassis and Lyons' styling mock-up, the first body was constructed by hand in aluminium and previewed to the press on October 20 before being unveiled at the Motor Show a week later. Incredibly, the new Jaguar sports car had taken less than six weeks to complete.

The sleek new car went by the name of XK120 Super Sports, the XK referring to the engine and the '120' its supposed top speed. For the 90,000 visitors to the first motor show in many years, the XK120 was a sensation and its racing car performance was also attainable to buyers in the real world: at £998 plus tax, the XK120 was pitched at successful professionals rather than millionaires.

Rather unusually, the normally prescient Lyons was taken entirely by surprise at the rapturous reception of the new car, with the firm's newly-appointed US importer offering there and then to take all of the initial production cars.

This explains why even as the show was still in full swing at Earls Court, Lyons was already in Cowley negotiating with Pressed Steel to produce a steel-bodied car, the first of which was produced in April 1950 and it's at this point that the XK120 production story can be considered to start.

Where the show car had used a cut-down MkV chassis, the production cars used a more sophisticated, lighter

development. By this time a metal-roofed version of the XK120 was being developed and the first prototype was completed by April 1950. Jaguar was well aware that there were many potential owners who just didn't want the discomfort of an open car and so the coupe was altogether more civilised, offering features such as proper wind-up windows.

Meanwhile, as the poor-quality postwar 'Pool' petrol was being phased out, the potential for even higher performance from the XK engine became apparent. Compression was increased to 8:1 and 9:1, while revised distributor and carburation plus a higher-lift camshaft and twin exhaust were also offered. In Europe this package of upgrades was marketed as the XK120 SE ('Special Equipment'), in which for it was good for 180 bhp, while in America it was called the 'M'. The engine upgrades could be complemented by stiffer front torsion bars and seven-leaf rear springs as well as a range of revised axle ratios, aero screens, racing-style bucket seats and an undershield and tonneau cover in the style of the 120mph Jabbeke car.

The success of the coupe encouraged the development of a so-called Drop Head Coupe as a more luxurious version of the open Two Seater (OTS) original, using pivoted winding windows and a more luxurious padded and lined hood.



XK140

Although the XK140 may appear at first glance very similar to the XK120, substantial changes were made to the body structure. Increased legroom was created by moving the engine and bulkhead three inches forward, while a universal joint was used in the steering column to present the wheel at a less awkward angle. The wheel was also now connected to a steering rack rather than the box of the earlier car.

As with the XK120, the XK140 was offered in two-seater, coupe and drophead coupe body styles, but the Fixed Head Coupe received more substantial alterations than the open cars. The bulkhead was moved an additional five inches forward, allowing a pair of small '+2' rear seats. A surprisingly modern touch was the addition of a load-through panel from the boot area.

The entire roofline was also revised, being raised slightly and taken further

back into the rear deck area, while the B-post was made more upright and the windscreen also moved forwards by three inches. With wider doors – resulting in shorter wings – the result was a much more practical car which offered seating for four.

Elsewhere, the car received further styling alterations in the transition from 120 to 140: the boot lid was shortened and a new rear panel added to carry the number plate, while new lights



were also fitted to accommodate new legislation: the bigger headlamps were accompanied by flashing orange indicators which would become a requirement in the UK from 1954.

A die-cast alloy grille was also used, which would mirror the style of the Mk1 saloon, while larger tail lamps were mounted on chrome plinths to meet UK requirements for all cars to carry two stop/tail lamps and two reflectors at the rear.

More chrome was added, including a medallion celebrating Jaguar's Le Mans wins and external handles were also revised. Larger bumpers were fitted following feedback from US owners. On the mechanical front, moving the engine forwards allowed an overdrive to be added as well as an automatic option.

The engine range was revised too, with the basic 3.4-litre powerplant now essentially the 'SE' specification offered on the XK120 and good for

190bhp. The SE's uprated torsion bars were also adopted, while the lever arm dampers at the rear were replaced with telescopic items.

A new SE option was now offered, using the cylinder head from the C-Type which was good for 210bhp on twin SUs. Braking though remained by drums at all four corners.

The XK140 was a useful improvement over the XK120, but would be short-lived, replaced by the XK150 in 1957.



C-Type

More correctly referred to as the XK120C, the legendary C-Type was conceived as a proposed lightweight version of the XK120, Jaguar realising that the production car's weight made it uncompetitive against purpose-built sports-racing cars.

The basic recipe used the XK120 running gear mounted in a tubular chassis, clothed in aluminium bodywork which was reminiscent of the roadgoing XK in its flowing shape and with its family grille. The front

suspension was carried over from the regular XK120 but the rear suspension used a live axle suspended by transverse torsion bars

In reality, despite sharing the name and the XK powerplant the C-Type was an entirely different car from the showroom model but with 200bhp was crushingly effective for its intended purpose, taking victory on the first attempt at Le Mans in 1951.

The C-Type entered limited production in 1951 and unlike many

sports racers sold only to favoured VIP customers, Jaguar offered it on the open market, with deliveries beginning in August 1952. In 1953 the car debuted disc brakes at Le Mans and their resistance to fade allowed the team to convincingly beat the mighty Mercedes 300SLs, taking first, second and fourth. The rush to take up disc brakes by competitors was directly responsible for the appearance of discs on production road cars thereafter.



The Rolt/Hamilton
Jaguar C-Type on its way
to victory Le Mans 1953.



D-Type

The D-Type was a further development of the thinking which had produced the C-Type, but using a stressed-skin monocoque rather than a separate tubular chassis.

Largely the work of Malcolm Sayer who had joined Jaguar from the Bristol Aircraft Company, the car used aero engineering principles in its design with the centre section riveted together in magnesium alloy in the manner of an aircraft fuselage and taking the loads of the suspension and engine.

The car's breathtaking looks were something of a happy accident, a side effect of Sayer's development work using a wind tunnel. Suspension was once again by wishbones and torsion arms at the front and a live axle with torsion bars at the rear, while a dry-sumped development of the 3.4-litre XK engine was rated at 250bhp for the road-legal production cars sold from 1954. Canting the engine over by 8.5 degrees allowed Sayer to lower the bonnet line and further improve the aerodynamics.

The D-Type finished second in its maiden Le Mans outing and took a victory at the tragic 1955 event for which the cars received a lengthened nose to improve cooling. Private team Ecurie Ecosse's D-Type would take Le Mans victory in '56 and although Jaguar withdrew from works racing at the end of the year, the Scottish team would also take the D-Type to victory the following year. Rule changes for 1958 limiting engine size rendered the D-Type uncompetitive as a Le Mans entrant and the remaining chassis were used as the basis for the XKSS.



The Jaguar D-Type took the chequered flag at Le Mans in 1956.

XKSS

When Jaguar withdrew from works motorsport at the end of 1956, the company had some 25 D-Types still in production and the decision was taken to build these unsold chassis into sports-racers which could be used as roadgoing cars. This neatly solved the problem of what to do with the unsold D-Type chassis and also the demand from the US market for customers wanting to compete in Class C production car racing – which required a fully road-legal car with weather equipment and lighting.

Taking the D-Type hull, the interior was trimmed in leather and a full windscreen was added as well as shallow opening doors. The nose section was reshaped to include headlights and the rear end similarly gained lighting and bumpers although it lacked an opening boot lid.

The result was an exotic beast which on the optional tall gearing was



One of the original 16 XKSS seen at the Goodwood Revival Meeting.

theoretically capable of 160mph – heady stuff in 1957.

The car's production life was cut short by the fire which ripped through the Browns Lane plant in 1957, destroying nine

of the proposed 25 cars. The production total would remain at 16 for the next 60 years until Jaguar revived the XKSS with a series of continuation cars which completed the run.





Mk1

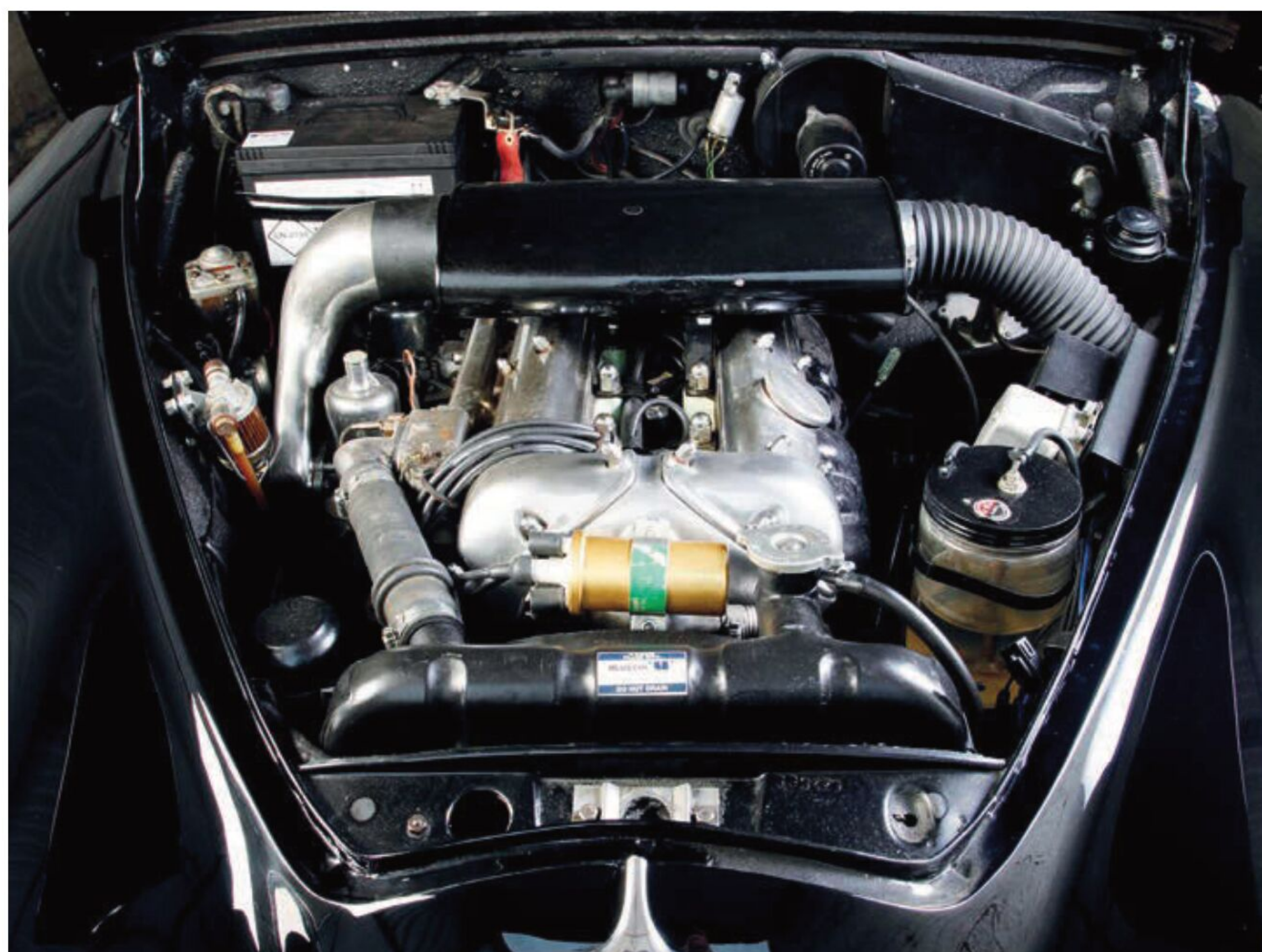
Despite Lyons' great ambitions for Jaguar, it remained a smaller player even into the early 1950s, struggling to tempt customers away from the longer-established brands.

Lacking the heritage of brands like Rover, Jaguar had to take a high-tech approach, which was appropriate given the marque's position as the 'new money' choice, appealing to younger buyers who didn't want the bank manager image of a car like the Rover P4, but wanted something more grown-up than an MG.

The origins of the Mk1 are firmly linked with the development of the XK engine, which saw Jaguar end its reliance on bought-in Standard powerplants.

Replacing the old engines with the XK in the bigger cars was easy to do but the smallest XK was the 2.4-litre unit and being a six-cylinder it wasn't suitable as a replacement for the four-cylinder engine. Accordingly the smaller, cheaper Jaguars were dropped from the range, with buoyant sales of the more expensive MkVII and XK sports cars more than compensating.

Despite this, Lyons and his managers knew that this left the firm under-



XK engine was the key to the Mk1's success. In 3.4-litre form it produced an incredible 210 bhp which really made the compact saloon shift.

represented in the middle market, something which would be financially dangerous should the sales of the more expensive models start to dip.

The solution was to create an all-new model from the ground up and this was to be something of a gamble for Jaguar: the modern way to make cars was to use

a monocoque bodyshell and this would have to be outsourced to Pressed Steel. This in turn would require a significant investment in bodyshell development and would require a large number of cars to be sold in order to see a profit.

Development work on 'Project Utah' started in the early '50s and as usual,

MK1 1955–1959



The Mk1 is still a capable handler despite having a rear track noticeably narrower than the front; something which was remedied with the Mk2.

Lyons was heavily involved in styling the new car. These were the early days of unitary car bodywork though and compromises had to be made in the interests of preserving strength. This explains the thick pillars and smaller glass area of the Mk1 compared to the later Mk2, but the car still managed to undercut the bigger separate-chassis Jaguars massively on weight.

It was still a 1422 kg car though, which meant that the proposed 2-litre four-cylinder derivative of the XK engine couldn't provide the 100 mph top speed required.

The alternative was a smaller version of the six-cylinder XK and accordingly a 2483cc version was created by using a shorter stroke on the standard bore. Providing 112 bhp on Solex carburettors, it was just enough for magazine road testers to clock a 101mph top speed.

The newfangled monocoque bodywork also required a new approach to chassis engineering in order to avoid the structure acting as an amplifier and much attention was devoted to NVH (noise, vibration, harshness) issues. For that reason the coil-sprung front suspension was mounted on a separate subframe, while the rear used a live axle and semi-elliptic springs, again with rubber mountings in the interests of refinement. Brakes were initially drums all round.

Road testers were impressed by the car's blend of abilities, especially

its refinement, but there was more to come: Jaguar had always intended to fit the larger 3.4-litre XK engine to the car and this was duly done in 1956, but was an involved job: the bigger engine used a taller, heavier block requiring revised front spring rates, while the cooling system needed beefing up with a larger radiator which in turn involved an enlarged front grille and reshaped wings.

Production received an unexpected setback in the shape of the 1957 fire at Browns Lane but when 3.4-litre cars were finally available, road testers were impressed by the performance

of the 210bhp saloon: a top speed of 120 mph and 0–60 mph in 9.1 seconds was impressive by late '50s standards, especially at the price of the Jaguar and it was assured a bright future.

The 3.4-litre's front end was standardised in 1957, while disc brakes were also added as an option that year, becoming standard in 1959 but bigger changes were just around the corner. It had become apparent that the compact sporting saloon was just what the buying public wanted and clearly it was going to be in production for a while, which explains the evolution from Mk1 to Mk2.



Interior has a typical '50s Jaguar feel although it was revised and updated for the Mk2.

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XK150

The XK series of sports cars had done wonders for Jaguar's image but by the late 1950s, the split windscreen style was looking old-fashioned and even more cabin space was required in order to keep the car competitive. The result of this thinking was the XK150, launched in 1957 and ultimate evolution of that original XK120.

Extensive work was performed to ascertain how much space could be liberated without altering the inner structure of the bodyshell or chassis and it was decided that the upper body and glass area could be widened by four inches, while a raised scuttle would create the perception of increased interior space as well as a better heater.

The wider upper body was matched by a wider bonnet which gained a raised centre filler, Morris Minor-style, while the wings were also reshaped and raised to meet the higher scuttle.

The revised upper edge of the wings was then reshaped to run horizontally into the door before sweeping up over the rear wheels to create the haunched look which would become such a feature of later Jaguars.

Slimmer pillars and a larger glass area allowed the changes to work well to create a car which felt far more spacious internally and which from the outside looked more modern and streamlined. It was naturally the heaviest of all the traditional XK line, even though aluminium doors and bonnet were retained. To counter this, a revised cylinder head – the 'A Type' – was fitted to DHC and FHC to boost power to 210 bhp.

A Drop Head Coupe was launched at the same time as the Fixed-Head Coupe and shared the majority of its panels, while the Open Two Seater – generally referred to as simply roadster – wasn't finalised until March 1958. Part of the

reason for this was the fire which swept through the factory in February 1957 and stretched resources to the limit.

The roadster was surprisingly quite different from the other two models, with the screen set further back, while the seats were moved backwards four inches and with no rear seats, the rear deck extended to suit. For the first time, wind-up windows were fitted to the OTS, although it did use a simpler hood mechanism than the DHC.

Inside, the dashboard was restyled, with a leathercloth covering and a padded top roll in a nod to safety considerations.

Mechanically, the big news with the XK150 was the fitment of disc brakes all round, the technology having been developed with the C-Type racers and adopted as a Jaguar signature.

In 1959, an exciting addition to the range was made with the announcement of an 'S' model, which added straight inlet ports to the cylinder head and with triple SUs was good for 250 bhp. Suddenly the ageing XK gained newfound vigour, the XK150S becoming overnight one of the fastest sports cars on the market.

In October of that year the 3.8-litre version of the engine would be offered alongside the 3.4, the bigger engine offered in both standard and 'S' spec. With 265 bhp on tap, the performance figures were very modern: 140 mph top speed with 60mph in just seven seconds.

All of this was impressive but it would be suddenly eclipsed by the car which would be launched in 1961 and which would spell the disappearance of the XK name until the 1990s: the E-Type.

The new car was a complete departure for Jaguar's sports cars, embracing the future just as heartily as that original XK120 had done in 1948.

MKVIII 1956-1958



MkVIII

Urban legend has it that the MkVIII was the result of William Lyons showing the design team a MkVI Bentley and instructing them to turn the Jaguar MkVII into a similar car but for half the price.

Whether true or not, the anecdote does neatly show where the MkVIII sat in the market and in Jaguar's history. Essentially an evolution of the MkVII, the new car gained a more modern

one-piece windscreen and the rear spats were cut away to reveal more of the wheel.

Inside, the car was much more lavishly trimmed than its predecessor, with thicker carpets, plusher seat upholstery and picnic tables while on the outside a generous garnish of chrome appeared.

Under the bonnet, the 3.4-litre XK engine received the 'B' type cylinder

head which combined the small intake ports of the original XK engine with the bigger valves as used in the C-Type. The resulting improvement in gas speed at moderate engine speeds meant usefully increased torque and running on twin SU carburettors the MkVIII boasted 190bhp. This translated to a top speed of 106 mph which considering the car's 1.8-tonne weight was impressive.





MkIX

The final evolution of the line which had begun with the MkV, the MkIX was essentially the MkVIII, modernised and uprated with the 3.8-litre engine, disc brakes and power steering. This last feature made a noticeable difference to the driving experience, since it allowed a whole

turn to be lost from lock-to-lock at the wheel.

The enlarged engine brought with it 10% more power and an 11% torque increase, which lifted the top speed to 114 mph. Convenience was also improved with the addition of an 'auxiliary carburettor' to act like a

choke and make cold starts easier.

Visually, the MkIX was identical to the MkVIII apart from the badging, although later models did gain restyled rear lights. The car would have the distinction of being the last separate-chassis Jaguar saloon, since its replacement would be the very modern MkX.







Mk2

When Jaguar pulled the covers off the brand new Mk2 saloon in late 1959, casual onlookers could be forgiven for wondering what all the fuss was about. A quick glance showed the overall styling of the new model appeared to be very similar to the outgoing Mk1 but a more detailed inspection would show these were in fact two very different looking cars.

The 2.4 litre Mk1 was Jaguar's first monocoque saloon and the sheet metal had been over engineered to provide sufficient torsional stiffness. This resulted with the Mk1 having a small rear window aperture and combined with heavy frames around all the side glass, gave the car a gloomy interior. To address this issue, the new Jaguar was heavily restyled above the waistline and 18 per cent more glass provided a far more lighter and much brighter cabin.

The rear side windows on the Mk2 now featured what would become the company's familiar 'D' shape and the restyling included a larger wrap round rear screen, thinner A-pillars and chrome framed side windows. A new front grille was fitted to the revised model and a pair of fog lights now occupied the space taken up by the Mk1's front air intakes. Other external modifications

on the Mk2 included repositioning the front indicators and rear taillights, while a pair of specially profiled rear wheel arch spats now accommodated the new Jaguar's wider rear axle.

Customers could choose from three different engines, either a 120bhp 2.4, a 210bhp 3.4, or a the lusty 220bhp 3.8 litre coming along in 1960. All these engines were derivatives of Jaguar's famous XK straight six and were fuelled by a pair of SU carburettors. The flagship 3.8 had a top speed of 125mph came with a Powr-Lok limited slip differential as standard. Power steering was also added to the Mk2's option list in 1960, although many purchasers opted for a optional steering set up that reduced the wheel's standard five turns from lock to lock to just three and a half.

The Mk2's front suspension was modified to improve road holding and the improved rear set up comprised of cantilever semi-elliptic leaf springs and radius arms. All Mk2's, irrespective of engine size, were fitted with all round servo assisted Dunlop disc brakes.

Jaguar Mk2 production continued until 1967 when the 2.4 was rebadged as the 240 and 3.4 became the revised 340 (only around dozen 3.8 based 380s were ever produced).

240/340 1967–1969



Utilising the 'straight-port' cylinder head as used on the 4.2-litre engine, the 240 could finally crack 100 mph and with renewed interest from the buying public, continued in production until 1969.



240 / 340

The all-new XJ was destined to replace the mid-sized S-Type and 420, but Jaguar wanted to keep a smaller, cheaper model in the range as an entry-level option and the result was a series of revisions to the original Mk2 design which kept the car in production for long enough to outlast all of its descendants.

Accordingly, from 1967, the 2.4 and 3.4-litre Mk2 were badged as 240 (2.4) and 340 (3.4). These later cars featured a lower specification in order to bring the purchase price down to a level most road testers agreed was great value. The substitution of Ambla (vinyl) for leather, cheaper carpet and slimmer bumpers brought the price of the 240 down to £1365 which was merely £20 more than the first 2.4-litre back in 1956.

The 240 and 340 have been dismissed by marque historians as simply run-out specials to keep the Mk2 buyers interested until they could be sold an XJ, but although that may be partly true, the smaller-engined model also gained a useful new lease of life.

Traditionally the poor relation of the range, the 2.4-litre Mk2 had never offered the performance of the bigger engines and at 120 bhp it struggled to crack the magic ton: in fact Jaguar famously declined road test requests for the 2.4 for fear of its 96.3 mph maximum denting its reputation for making 100 mph cars.

In 240 form however, the smallest XK really came alive, with the benefit of the 'straight-port' cylinder head as used on the 4.2-litre engine. This raised output to 133 bhp and 147lb.ft which enabled the 240 to reach 105 mph, officially cracking the 60 mph sprint in 12.5 seconds – but doing the job in just 11.7 seconds for Motor's road testers.

Admittedly that was some way off the searing pace of the older 3.8 but still very respectable and the more eager nature of the revised engine gave it renewed appeal, especially with the manual box – which since 1966 had been the four-synchro Jaguar box instead of the awkward Moss unit.

That 133 bhp was achieved at 5500 rpm, with peak torque at a relatively high 3750 rpm – some 700 rpm higher than the 3.4 and 3.8 – but the 240 was specified with a 4.55:1 final drive against the 340's 3.54:1, meaning that it was effectively lower geared to achieve performance. Luckily though, a Laycock overdrive was optional and provided a more relaxed cruising gait, ideal for the new motorway network of the '60s. Overdrive-equipped cars also used a higher final drive ratio at 4.27:1.

The renewed appeal of the 240 is illustrated in the fact that the 340 was discontinued in September 1968 upon the arrival of the XJ, yet the 240 was sufficiently popular to continue until April 1969. Not a bad innings for a car which originally debuted in 1955.





MkX / 420G

At its launch in 1961 the MkX replaced the separate-chassis MkVII and MkIX cars which by then were beginning to look distinctly old-fashioned.

With the intention of showcasing Jaguar's technology with its cutting-edge design, at one point the MkX was the widest new car on sale in Britain. It was also cheaper and faster than the Rolls-Royce Silver Cloud (and later the Shadow too) and offered handling in a different league altogether.

By moving to a monocoque shell instead of a separate chassis, Jaguar hoped to produce a car which was lighter than its predecessors, although unfamiliarity with the new technology and the need to make the structure rigid enough to work with a new suspension design meant it was slightly heavier than the MkIX.

Styling was, as ever, dictated by the top man himself, William Lyons once again working his magic with string and chalk to produce another masterpiece of elegant proportions.

The running gear was more straightforward, using the independent rear suspension developed for the E-Type, plus that car's triple-carbed 3.8-litre XK engine. At 265 bhp, the 3.8 was good for 120 mph but as rivals began to up the game, Jaguar's

response was to uprate the MkX with the enlarged 4.2-litre XK engine, rated at the same power output as the 3.8 but with torque increased.

Despite its surprising capabilities though, the MkX's natural home wasn't the country lane but the newly developed motorway network, where in those pre-speed limit days it could carry five or even six adults at 100 mph all day long. In that respect there was little else on the market to touch it: competitors offering similar pace were all far more expensive, while cars competing on price couldn't hold a candle to the big Jag's pace.

The MkX was renamed in 1966 to become the 420G, a rather odd decision since at the same time the firm also announced the smaller 420 model. It's generally accepted that the 'G' stood for 'Grand' and it was perhaps the intention to simplify the model naming. Whatever the truth of the matter, the all-new XJ was launched in 1968 and although the MkX/420G remained in production as a range-topper the new car did eat into its sales and in 1970 the model was discontinued, with the long-wheelbase XJ6 effectively replacing it in the market. The MkX would live on though: its floorpan would also be used as the basis of the DS420 limousine which remained in production until 1992.

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This advert from 1961 announces the arrival of Jaguar's big new saloon, the MkX. Described as a 'completely new Jaguar', the MkX offered 'new grace... new space... new pace', and was a fitting flagship saloon for the Coventry marque. As mentioned on p33, the MkX remained in production through to 1970, although for the last four years of its career was badged as the 420G.

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E-TYPE 1961-1974



'9600HP' with Jaguar founder Sir William Lyons at the E-type launch, Parc des Eaux Vives, Geneva, 1961.

E-Type

If there's one car which has appeared on more 'best of British' and 'Most beautiful car' lists than any other it would be the Jaguar E-Type, a car so stunningly elegant that even Enzo Ferrari was moved to remark that it was the most beautiful car ever made.

Intriguingly, although the E-Type's sleek lines are perhaps its most obvious asset, the car was born of function first and form almost second: its shape was the result of applying aerodynamic principles to car design, courtesy of Malcolm Sayer who had proved the worth of this approach with the C-Type and D-Type.

The first E-Type prototype was largely derived from the D-Type in construction but at the rear end an elegant new independent rear suspension had been developed which would in fact last Jaguar well into the '90s.

The production E-Type featured Sayer's curving monocoque bodywork under which was found the XK engine in 3.8-litre form. Breathing through triple SUs it was rated at an optimistic 265 bhp and powered the rear wheels via a four-speed Moss gearbox.

The E-Type unveiling was scheduled to take place at the Geneva Motor Show in 1961, with Jaguar having provided two cars beforehand to Autocar and The Motor. A car for the show stand

was duly trucked down to the Parc Des Eaux Vives in Geneva but such was the demand for demonstration runs that William Lyons realised a second car would be required and instructed the PR man Bob Berry to bring another car down to Switzerland.

The quickest way to do it was to simply drive the E-Type from Coventry to Geneva which Berry duly did, spearing through the night in the famous 9600HP. After throwing a bucket of water over it at the local Jaguar dealer, the car was subsequently presented to the world's media with the iconic photograph of Lyons stood next to it, hand in jacket pocket.

Two models were initially available, the roadster and the coupe with its side-opening hatchback door. The price for this exotic machine was a another shock: at £2097 for the roadster and £2196 for the coupe, it was vastly cheaper than anything else with comparable performance from Porsche and Aston Martin.

The media reaction at the Geneva launch was overwhelmingly positive and this was largely shared by the press. Those pre-launch road test cars had clearly been well prepared at Browns Lane, with Motor recording 0-60 mph in 7.1 seconds and a top end of 149 mph, while Autocar managed





E-TYPE 1961-1974



With its uncovered headlamps, wrap around bumpers and repositioned tail lamps, the Series 2 E-Type was said to have had 21 changes to meet US legislation.

to crack the magic 150 barrier with 9600 HP, the coupe which had driven through the night to Geneva. The figures were 150.4 mph and 0-60 mph in 6.9 seconds.

Customer cars were generally reckoned not to be as powerful as the carefully prepped press cars but any doubt about the production E-Type's ability to crack 150 mph was silenced by the installation of the 4.2-litre version of the XK engine in 1964. The official power output remained the same at 265 bhp but was perhaps a more honest figure while the larger engine was usefully more torquey. Electrics, seating and other details were also revised and the car received Jaguar's own four-speed gearbox with synchromesh on first gear.

In 1966 – the year Jaguar merged with BMC – the four-seater E-Type was launched at the Geneva show in the guise of the 2+2. Available only as a coupe, it was built on a wheelbase 9 inches longer and used a taller screen, longer doors and of course a small rear seat. In a nod to the likely market for the car the 2+2 was also offered with a Borg Warner automatic gearbox.

The next major revision to the E-Type came in 1967 when the cars now known as the 'Series 11/2' were launched, featuring changes dictated by impending US legislation. Jaguar claimed some 21 changes were made, including the removal of the plastic headlamp covers, the lamps themselves having moved forwards by 2.5 inches.

In 1968 Jaguar unveiled its XJ6 and the Series 2 E-Type was announced, featuring chunky bumpers wrapping further round the bodywork and the tail lamps repositioned below them, as well as a bigger front intake allowing greater air-flow to suit cars with the newly available air conditioning. Power steering was also now available while the 2+2 gained a more raked windscreen to give it a less ungainly appearance and all cars gained a safety-inspired





E-TYPE 1961-1974

interior with rocker switches instead of the rows of sharp toggles.

These changes undoubtedly made the E-Type a better car, especially for the all-important export markets like the US where power steering and air con were essentials but the design was ageing and in fact the car which would become the XJ-S was already on the drawing board.

In the meantime, the new V12 was under development for the XJ saloon and installing it in the E-Type would give it a much needed new lease of life and a unique place in the market too. After

much re-engineering work to make it fit, V12-powered prototypes were up and running by 1969 and the car was launched in March 1971 as the Series 3.

Although regarded by some enthusiasts today as a dilution of the original sports car, the refinement of the V12 was beyond question and the easy power on tap made the E-Type a wonderful high-speed cruiser, especially with the optional automatic.

The Series 3 V12 cars were all built on the longer wheelbase of the 2+2 and also gained a chromed grille instead of the open intake of earlier cars, and

pressed steel wheels with flared arches. A wider track was also employed, alongside uprated vented discs and uprated dampers.

Despite the V12's strengths, economy wasn't one of them and at 15 mpg it was hit hard by the early '70s energy crises. Throw in impending US crash regulations which the E-Type would have been unable to meet and the end was in sight, with production ending in September 1974. The last 50 cars were labelled the commemorative models with 49 in black and a single car in British Racing Green.



In its Series 3 incarnation, the E-Type became less hardcore sports car and more grand tourer.



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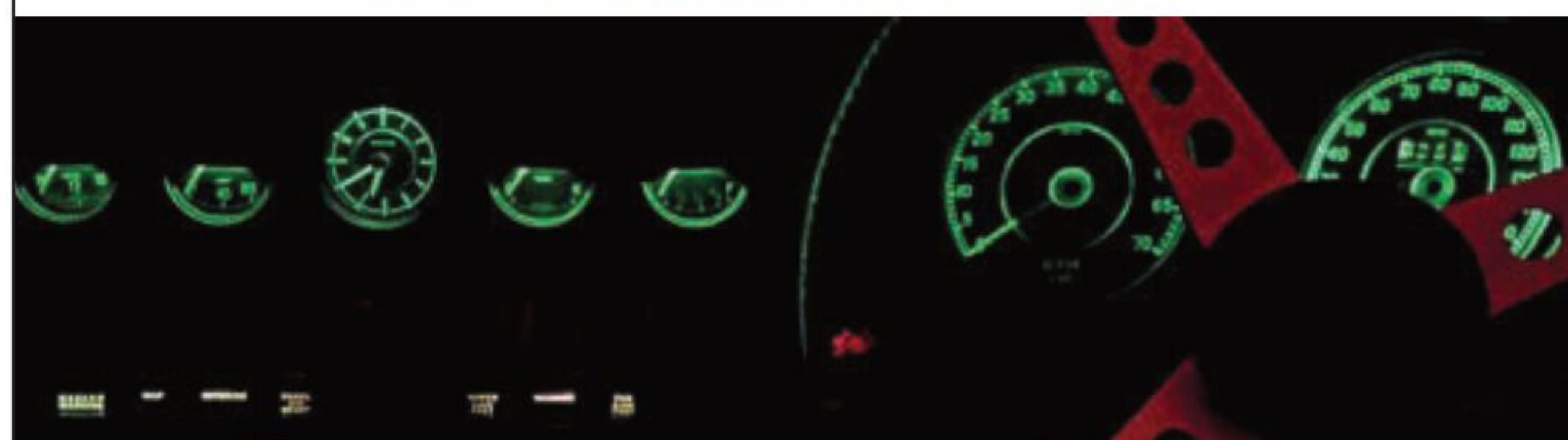


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Styled by Sir William Lyons himself, the S-Type offered improved handling and ride comfort, with its independent suspension set-up.



S-Type

By the early '60s the Mk2 was beginning to look old-fashioned in places, especially against Jaguar's own newer products. The MkX was launched in 1961 and its use of the E-Type derived independent rear suspension gave it handling belying its vast bulk which suddenly made the Mk2's live rear axle look unsophisticated and its on-the-limit behaviour unruly.

The solution was to apply the modern independent suspension set-up to the Mk2 but Jaguar's engineers knew that doing this would require substantial re-engineering of the monocoque shell in order to accept the different suspension loads and mounting arrangements – something which would add both weight and production cost.

This in turn would make the new model too expensive to serve as a simple replacement for the Mk2, so the decision was taken to retain the Mk2 in production and position the new model above it, sitting between the Mk2 and MkX.

The car known internally as 'XJ3' was styled by Sir William Lyons himself but it wasn't regarded at the time as being one of his better efforts, essentially combining the front end of the Mk2 with an elongated

rear to house the new suspension, reminiscent of the big MkX.

Inside the interior wasn't so much modernised as taken upmarket, the MkX design being adapted to suit the narrower Mk2 cabin.

The re-engineering of the bodyshell did create a noticeable weight gain which took the edge off the performance compared to the Mk2 but the improved handling and ride comfort made the S-Type a formidably capable car for high-speed long distance driving and a better choice than the older car. "An outstanding car with superb comfort, roadholding and ride," reckoned Autocar in 1965, going on to comment: "There can be few big saloons in which the ride is as good as in the Jaguar S-Type."

The additional weight did deter Jaguar from offering the 2.4-litre option, the S-Type being offered with the 3.4 and 3.8-litre engines as found in the Mk2.

By the mid-'60s the car was beginning to outsell the Mk2, with many buyers managing to bridge the price gap and stretching to the more refined S-Type, but by the end of the decade it would find itself replaced by the all-new XJ.

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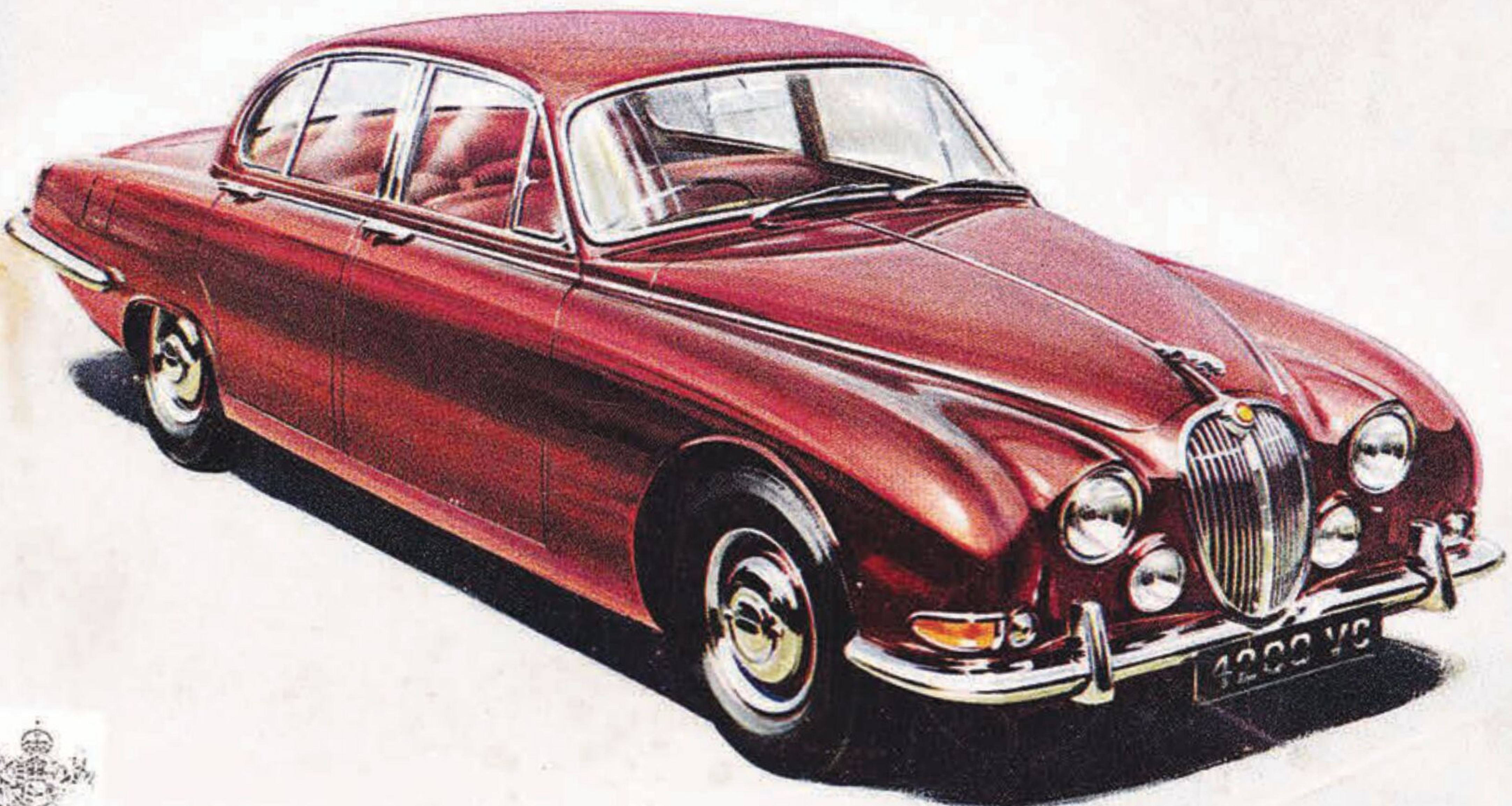
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420

The short-lived Jaguar 420 is something of a best kept secret, launched at the same time as the MkX became the 420G and looking and feeling in many ways like a smaller version of the MkX.

The story of the 420 begins not with the 420G though, but with the S-Type. By the mid '60s the MkX wasn't selling in the volumes the firm had hoped, but the new XJ which was eventually to replace the firm's entire saloon range was still some time off and so Jaguar needed a car to recapture the lost market.

The solution was to revise the S-Type and in so doing create a car which effectively offered a more affordable, smaller version of the MkX. The bigger car's forward raked grille with the four headlamps was duly applied to the S-Type, balancing the proportions and working wonders for the car's appearance.

Power came from the 4.2-litre XK engine in twin-carb trim, quoted at 245 bhp. The interior was essentially derived from the S-Type but gained some modern touches, like the plastic padded dash top which were a nod to

safety requirements. In fact, looking at the technical make-up of the 420 it's obvious that in many ways it was something of a testbed for the recipe which would create the XJ6.

Launched in 1966, the 420 was a success during its brief lifetime. The car offered the blend of handling and refinement which was later to be repeated in the XJ6 and the 4.2-litre engine gave it respectable pace, too: indeed, Autocar testers reckoned "the ideal cruising speed seems to be just over 100 mph." The manual cars were

good for over 120 mph with 0-60 mph in under 10 seconds and by any standards this was a quick car for the time. In 1967, sales of the 420 and its Daimler Sovereign-badged sibling accounted for almost half of the firm's saloon production, which shows how badly needed the car was to hold the fort until the XJ6 was ready.

Production ended shortly before the launch of the XJ in 1968, but despite its brief life and complex evolution, the 420 did much to keep Jaguar afloat in a tricky period.



Not to be confused by the 420G, the 420 is more closely related to the S-Type, but with the 4.2-litre XK engine, producing 245 bhp and a top speed of over 120 mph.



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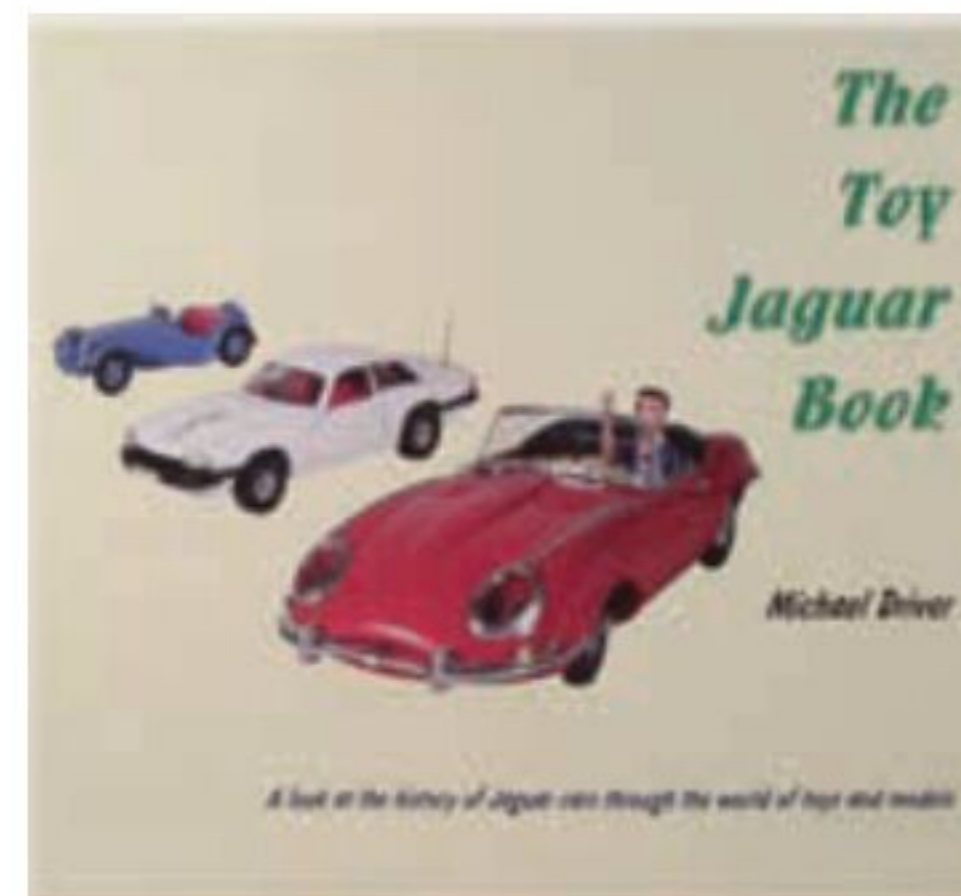
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XJ

When unveiled in 1968, the XJ was really only the firm's third all-new saloon car in the lineage which had begun with the Mk1 – something which perhaps shows just how frugal William Lyons was with Jaguar's development resources. Indeed, it's often suggested that it was the crippling (for the day) £7m development costs of the XJ which drove Lyons to accept the idea of merging his company with BMC, consequently dragging Jaguar into the British Leyland adventure.

The beginnings of what we know as the XJ go right back to the start of the '60s when Lyons predicted a shift in tastes in the American market for a mid-size sporting saloon car.

Initial proposals took the form of a four-door E-Type, the styling very much following that car's theme but Lyons and his trusted retainers somehow making it look superb.

Lyons was well aware of the importance of the project to his company in the face of increasingly impressive competition from the likes of Mercedes and a growing customer acceptance of these 'foreign' cars at home as well as in the all-important US market.

With the updated Mk2 cars out of the way, the XJ4 project gathered renewed momentum from 1962 and by 1964 the styling had been finalised with the truncated tail and upright grille of the production cars. The narrow-tracked look of the E-Type had also been changed

for the familiar chunky stance of the XJ which gives it such road presence.

Running prototypes were created by 1966 and the mechanical makeup was all derived from existing Jaguar products – the independent rear suspension was already used in the E-Type, S-Type and 420, while the XK engines were already two decades old but weren't thought to need radical revision.

The initial brief called for a wider range of engines than was eventually used: a modular V12 and V8 were envisaged which could be produced on the same tooling, while a 3-litre version of the long-serving XK was also considered to create a mid-range model. A lack of torque saw the 3-litre sidelined, while the V12 would appear after launch.



As for the V8, vibration issues were said to be the reason why it was dropped, but the 4.2-litre XK had by then proved itself to be well up to the job of creating a fast, refined car.

Progress was frustratingly slow, due in large part to the slender size of Jaguar's engineering team, but the finished item was launched in September 1968 to rapturous reception.

At launch, the range was slim: just the 2.8-litre entry-level car and the 4.2-litre model, both badged as XJ6. Transmission choices were Jaguar's own four-speed overdrive manual or the Borg-Warner automatic.

In October 1969, Daimler-badged versions of the car were launched to sit above the Jaguars in the market and

apart from plusher trim and different badging, they were identical.

A minor facelift arrived in 1970 which saw the rear reflectors moved below the rear lamps, while the instrument bezels changed from chrome to black to cut down on reflections.

By 1972, the V12 was ready, having been developed from an exotic quad-cam original design into the rugged single-cam unit which would serve Jaguar until the 1990s. Despite the XJ having been designed from the outset with the idea of a V12 engine, the unit was a tight fit, with the cooling system in particular being a challenge.

Launched in July 1972, the XJ12 was unique in the market being the only genuine production four-door saloon to feature a V12 powerplant and promoted as being the fastest four-seater money could buy. Lacking a suitable manual gearbox to handle the torque of the V12, Jaguar offered the XJ12 – and its Daimler Double Six sibling – in automatic form only.

The same year the long-wheelbase option became available, the car gaining an extra four inches in rear accommodation, longer rear doors and to many eyes, even better proportions.

In the late '60s the safety lobby in the US market was growing in prominence and new regulations on bumper height were scheduled to come into force in 1974.

This impacted many British makers and the XJ was right in the firing line with its deep grille placing the slender chromed bumper blade lower than the average domestic US car's chromed girders.

This time round the redesign was performed not by Lyons with his famous string and pencil, but by Jaguar's internal design department. The solution lost the original car's imposing grille but was perhaps more suitably modern as the car went into the new decade, with a shallower grille allowing a higher bumper and additional vents underneath.

The front-end restyle was also an opportunity to address other issues which had been identified with the XJ since its launch. One of these was the efficiency of the heating and ventilation system, which was outclassed by many rivals, especially in hotter export climates. The change from series 1 to series 2 included a revised front bulkhead to permit more efficient air distribution, while the standard system moved from a water valve to a faster-acting air blending system. The optional air conditioning was now a more sophisticated system with flaps controlled electrically and a greater output.

Changes to the ventilation system naturally involved a redesign of the dashboard which adopted new switchgear and a more modern layout.

The Series 2 car was launched in 1973, with the 2.8-litre option dropped and

XJ 1968–1992

Many Jaguar fans consider the Series 2 to be the best-looking of all the three generations.



the engine range including the 4.2-litre XK, the 5.3-litre V12 and a new 3.4-litre version of the XK. As before, the Daimler and Vanden Plas models (not offered with the 3.4) were identical to their Jaguar siblings but featured plusher trim and higher specification.

In October 1974 it was announced that the standard wheelbase model would be

discontinued, the former long-wheelbase model becoming the standard car.

The Series 2 model was notable for being in production for six years with very little change and there is of course an elephant in the room which explains that very well: British Leyland.

Sir William Lyons was a canny businessman but when he had merged

his empire with British Motor Holdings in 1966, he couldn't have foreseen how future events would unfold, with BMH merging with Leyland in 1968 to create British Leyland Motor Company.

Jaguar was of course a relatively small part in this enterprise and although Sir William fiercely guarded the firm's independence, he retired



The XJ-C (for coupe) was originally unveiled as part of the new Series II line-up in the autumn of 1973, however, production was delayed until the 1975 model year, partly because of engineering challenges and the pillarless central window. It uses the short-wheelbase platform from the regular XJ and was rumoured to be William Lyon's personal favourite of the XJ series.

from active duties at Jaguar in 1972 and its future destiny was very much as a part of BL, for better or worse.

Unfortunately, it was largely for the worse and quality suffered dramatically in this period. This meant that Jaguar, being a handy cash cow for BL, was starved of investment as well as suffering lower quality standards and industrial unrest. The bodyshells were produced in BL's Castle Bromwich facility and Sir John Egan in his autobiography *Saving Jaguar* recounts how a high-temperature paint process here tended to melt the lead filler used around the headlights, meaning they needed refinishing and painting back at Jaguar's own Browns Lane site.

The original plan had been for the Series 2 car to be replaced by an all-new design under the codename XJ40 on which work had begun in 1972 – just four years after the launch of that original XJ.

The car we know as the Series 3 had begun as a proposal for a second-generation XJ to be launched in 1978 and when short-serving Jaguar chairman Geoffrey Robinson felt that Jaguar's own small in-house styling studio would struggle to complete

the project in time, he lost no time in commissioning Pininfarina in 1974.

It was felt that the glass area of the Series 2 was the area where it was beginning to look old-fashioned and this was addressed by Pininfarina with a flatter roof, increased 'tumblehome' (the angle of the side glass) with curved glass and moving the A-pillars 10cm forward at a greater rake. The windscreen could then be less curved and was bonded into the bodyshell for a more modern look and improved wind noise. Meanwhile, the rear window and C-pillar became more angular to increase headroom, while modernising detail changes included flush door handles, removal of the front door quarterlight windows and a neater bumper design.

Impressively, Pininfarina's work resulted in a car with a higher roofline yet which appeared even sleeker than the original which was a clever trick to pull off.

Inside, the seats were improved and details updated, with a greater quality given to items like carpeting.

The engineering drawings for Pressed Steel were complete by the end of 1976 and the car entered production in March 1979. The engine line-up

remained as before, although the 4.2 XK and the V12 engines gained fuel injection, with the 3.4 retaining carburettors. A basic cloth-trimmed version of the 3.4 was added to the range as an entry-level model.

In 1981 the V12 gained the 'HE' cylinder heads designed by Swiss engineer Michael May in an attempt to lift economy from absurd to outrageous and in 1982 the 'pepperpot' wheels and a trip computer were added as options, then in 1983 the range was rejigged. From this point a range-topping Sovereign spec was introduced, with the V12 engine offered only in Sovereign or Daimler Double-Six spec and the 3.4 not offered in Sovereign trim.

By 1986 the much-delayed XJ40 was finally ready for production but this didn't spell the end of the car which had begun life as the XJ4: almost unbelievably, the new car hadn't been engineered to take the V12 engine and so the Series 3 would continue in production alongside it. Not for a few weeks or even months... but for a full six years: the last of the Series 3 cars would leave production in 1992 after over 316,000 examples had been produced.

Arriving in 1979, the Series 3 was a successful refresh, the simple changes improving the XJ6's already beautiful design and keeping the old car relevant until the XJ40 was ready in 1986.



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Finally a standard specification XJ6 4.2 Automatic at £15,040 costs £260 less than a standard Mercedes 280 SE. But here is the real difference; standard specification on the Jaguar 4.2 includes leather upholstery, electric windows, electric aerial and a radio/cassette player. On a Mercedes 280 SE, these features are all 'extras', at a recommended cost of £1,732.

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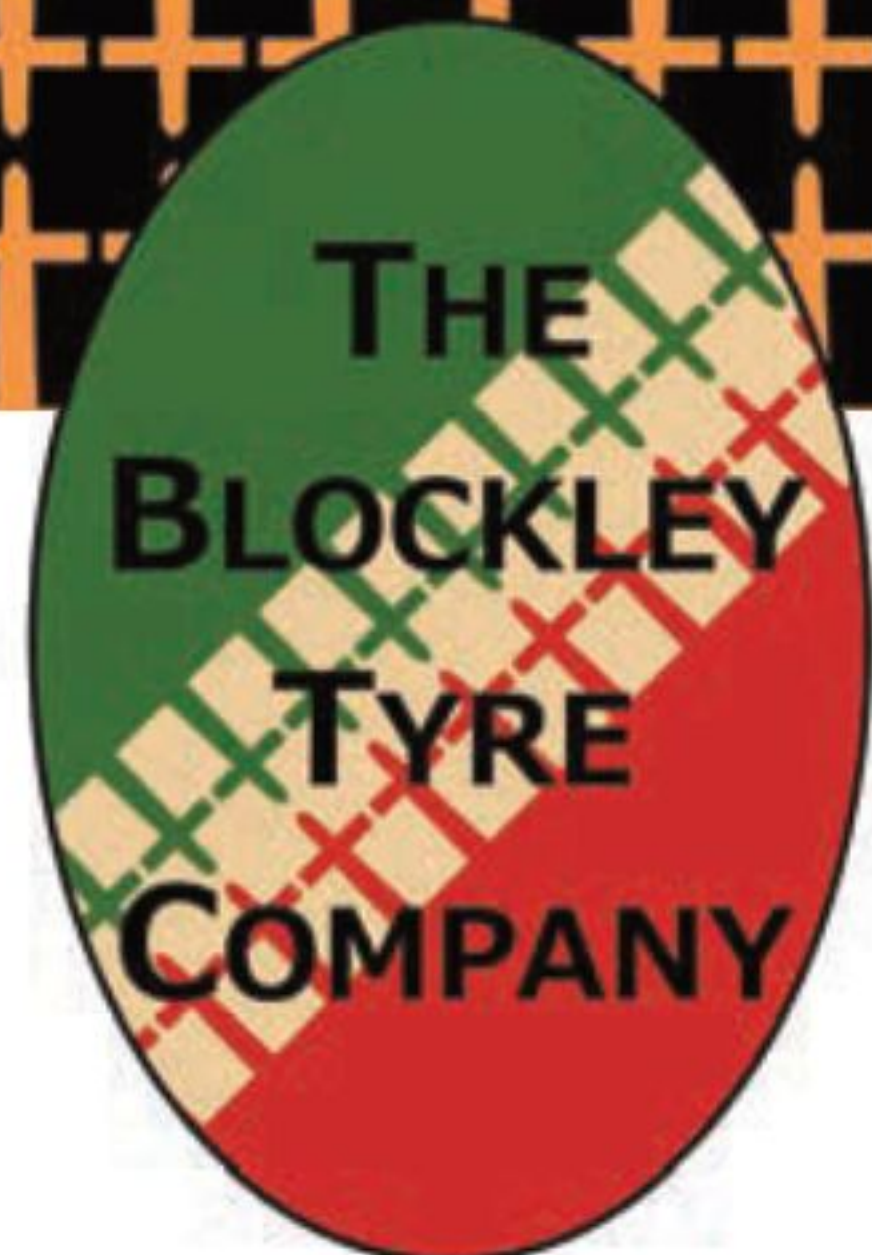
Price, based upon manufacturer's R.R.P. and correct at time of going to press, includes seat belts, Car Tax and VAT. (Delivery, number plates and road tax extra.) Mercedes price inclusive of delivery. Sun roof standard on XJ12 H.E. but optional on XJ3.4 and 4.2 models. Official fuel consumption figures for Jaguar XJ12 H.E.: urban cycle 15.0 m.p.g. (12.8 l/100km); constant 56 m.p.g. 26.8 m.p.g. (10.5 l/100km); constant 75 m.p.g. 21.3 m.p.g. (13.1 l/100km).

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The XJ12, for example, was now benefiting from Jaguar's new High Efficiency cylinder head, which improved performance and gave fuel economy 'superior to the Mercedes 380 and 500 S-Class'. And yet each XJ still offered remarkable value for money, with the XJ6 4.2 Automatic undercutting the Mercedes-Benz 280SE by £260 - whilst including as standard various luxury features that the German firm charged an extra £1732 for.



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XJ-S

Glorious triumph though the E-Type was, Jaguar knew it would eventually need replacing and by the late '60s its curves were ageing, even if they were doing so gracefully. Jaguar had been exploring the possibility of an E-Type replacement long before the Series 3 was unveiled though, with studies being worked up as early as 1967.

Developed under model code XJ21, the project is widely regarded as being at least partly inspired by a design worked up by a young Jaguar apprentice of the time, Oliver Winterbottom.

An engineering apprentice with aspirations to enter the styling department, Winterbottom had entered

a competition organised by design house Bertone called the Concorso Grifo d'Oro and in August 1966 was astonished to discover that he had won the prize.

Promoted to Staff Stylist, Winterbottom was then formally engaged on the project to produce an E-Type replacement providing design support under project leader Malcolm Sayer.

Rather than looking back towards the E-Type era, Sayer's proposal was to create a modern-looking car in the Italian style, low and wide. Both Sayer and Winterbottom produced proposals for the car, with Sayer's using pop-up lamps and a Jensen-style glass hatch, while Winterbottom had gone for a fastback style.

It was Sayer's design which provided the essential basis of the production car, using the platform of the original XJ saloon shortened by six inches with the front suspension moved forwards to keep the proportions neat, but his death in 1970 meant that it would be left to the rest of the team to finish off the details. The glass hatch had already been questioned on engineering grounds owing to its complexity and before Sayer's passing had been replaced by the flying buttresses which would become a signature XJ-S feature.

Work proceeded during 1970, with Jaguar under pressure to release body engineering specifications to



Early V12 pictured with the last 6-litre coupe. They may look similar but are really very different under the skin.

Pressed Steel Fisher in order to meet the projected launch date of March 1973. The final drawings were produced in December 1971, although they're notable for the lack of bumpers, which were still missing on the first running prototypes in 1972.

Unsurprisingly, the launch date slipped to September 1975, with resources already being gobbled up by the project which would eventually become the XJ40. By then, the E-Type was in desperate need of replacement.

The XJ-S was finally launched in September 1975 at the Frankfurt show and initially the range was slim: only the Lucas-injected 5.3-litre V12 was offered, with the only major option

being the choice of automatic or manual transmission.

In reality the manual option was offered only because there were stocks of the four-speed box left over from Series 3 E-type production. The automatic suited the car so much better and the manual was dropped shortly after launch, while in 1977 the iron Borg Warner gearbox was replaced by a General Motors TH400, which featured an alloy case and so was usefully lighter.

Although the new car was a big change from the E-Type and left a few onlookers slightly bewildered by the change of direction from sports car to grand tourer, one thing nobody

questioned was the car's performance. The V12 in launch spec was good for 285bhp and a crushing 294lb.ft torque, which gave it 150mph pace – the newer car's better aerodynamics making it faster than the last of the E-Types despite its extra weight.

The thing which really dented the XJ-S's appeal though wasn't a rose-tinted comparison with its forebear or even the competition from BMW or Ferrari, but the world oil price. The car was launched into the aftermath of the 1973 OPEC oil crisis and its thirst was massive. In urban or spirited driving, single-figure mpg was a reality with a best of around 14mpg.

A partial solution came in 1980 thanks to work by Swiss engineer Michael May.

XJ-S 1975-1996



The early V12s developed 285 bhp and did the 0-60 sprint in a shade under seven seconds. Fuel economy however was often around 15 mpg.

The original V12 had used a flat-faced cylinder head with the combustion chamber in the piston, but swapping to a more conventional arrangement – and creating a more efficient head casting at the same time – improved efficiency to the point where fuel consumption was up to a quoted 22mpg. It may still sound thirsty, but that's a 57 percent improvement, which explains the HE for 'High Efficiency' tag adopted by the revised V12 cars.

At the same time the XJ-S was treated to a minor facelift, gaining higher gearing (a 2.88 final drive against 3.07) and a move from 6-inch to 6.5x15 wheels with 215/70 tyres. The suspension was revised, the steering was sharpened up and the stark interior was given a more traditional wood and leather makeover.

Clearly though, twin fuel tanks or not, a V12 engine of that size and thirst was always going to limit the car's appeal to high-mileage executives, hence the addition of a straight-six engine in 1983.

A replacement for Jaguar's long-serving XK engine, the AJ6 had been developed for the forthcoming XJ40 saloon and first saw service in the XJ-S.

Initially a 3.6-litre unit producing 225bhp, it was available only with a five-speed manual gearbox and provided a 145mph top speed. Acceleration was down on the V12 but it did give the car 29mpg potential.

That AJ6 engine was offered initially only in the newly-developed XJ-SC cabriolet model, developed in response to demand from US dealers for an open car. The cabriolet would prove to be short-lived, since Jaguar had also enlisted Karmann to produce a full convertible XJ-S which was launched in 1988. Without those flying buttresses the styling was transformed and the car immediately looked more modern. Offered only with the V12 engine at first, it made an ideal package for the US market.

In 1987, an optional Sportspack was offered, using stiffer springs (uprated by 43 per cent at the front), uprated

dampers and larger front anti-roll bar. Paired with a stiffer steering rack mounting bush and reduced power assistance, the cars sat on 6.5x15 cross-spoke BBS rims and 235/60 Pirellis. Initially a cost option on the 3.6-litre cars, it was then standardised on all cars from March 1988. The same year the suspension and hub assemblies were revised to accommodate ABS braking.

In 1989, the AJ6 engine was enlarged to 4 litres in which guise it offered 223bhp and in the real world narrowed the gap with the V12 considerably. It was offered with choice of ZF4HP automatic or a new Getrag five-speed manual, an upgrade of the previous unit, with the gearlever moved 15mm backwards for better positioning.

It was at this point that Ford entered the picture and although critics feared the quality of the product would suffer in the quest for increased volume and profits, quite the reverse happened in many ways.



Produced to mark 20 years of the XJ-S, the 1995 run-out Celebration badged model featured diamond-turned alloy wheels, embossed seats and wood-rimmed steering wheel.

One illustration of this was the XJ-S. As early as 1985 a facelift proposal had been worked up under codenames XJ87 (coupe) and XJ97 (convertible), but had never seen the light of day owing to lack of budget.

The brief behind the facelift had been to increase the appeal of the car in the US market and for Ford it was also a quick win in terms of new product. Costing £50m, the facelift involved significant bodyshell changes, with some 180 individual panels either new or revised. This was required owing to the age of the tooling itself and also to improve rigidity and quality.

It was a neat piece of work, as impressive for its subtlety as anything else and at a simple glance the car looked to have received only detail changes. In fact, the twist angle of the rear buttresses had been changed and a black mask around the rear side windows allowed larger glass panes to be used without changing the inner structure. The boot lid was also shortened, the

sills flared out at the trailing edge and the windscreen was a flush-fitting bonded-in item. The bonnet panel was also standardised across the range, with the V12 cars sharing the bulged panel previously used for the six-cylinder cars.

On the inside, many XJ40 parts were used and the old vertical instruments were replaced by conventional analogue dials.

The facelifted car, now having lost its hyphen to become simply XJS, was launched in 1991 with the similarly revised convertible arriving in 1992 and benefiting from a revised rear seat pan structure which allowed small rear seats.

In May 1993, the long-serving V12 was stroked from 5.3 litres to 6 litres – not to be confused with the similar-capacity TWR development of the engine – and from June 1994 the AJ6 engine in the 4-litre car became the much improved AJ16. The 6-litre was mated to a GM 4L80-E four-speed automatic with a lock-up overdrive top gear and switchable sport mode. At this point

buyers could specify a softer Touring suspension set-up than the Sportspack which had been standard since 1988.

More importantly for owners working on these cars today, the inboard rear brakes were moved to a conventional outboard position. On the outside, all the cars gained colour-coded plastic bumpers. The XJS received standard airbags from early 1994, the passenger bag replacing the glovebox and involving a redesign of the lower dashboard area. The changes coincided with the addition of body-coloured bumpers on the 4-litre models, while the V12 cars retained the brightwork.

In 1995 a run-out edition badged Celebration featuring diamond-turned alloy wheels, embossed seats and wood-rimmed steering wheel was produced to mark 20 years of the model, but in 1996 production ended, with a total of over 115,000 produced. Despite what you might read about the XJ-S's lack of success in the market, that's far in excess of total E-Type production.

XJ40

Work on what would become the XJ40 began as early as 1972, with early proposals a hybrid of the then current XJ shape and the more modern style of the XJ-S. Progress within the BL structure was painfully slow however and it wasn't until 1977 that a formal brief for the model was issued under the code name 'LC40' and a launch date of Autumn 1982.

By early 1980 the basic styling of the XJ40 had been approved by the BL board, just a few months before John Egan took the reins. Later that year it was announced that the release date had slipped to 1984, but by October the structural bodyshell engineering had been completed and passed to Pressed Steel. In November, the interior and the final body styling were signed off and by July 1981 early prototypes were running and driving.

Unfortunately, in 1984 the company was forced to decide between privatisation and the launch of the new car – Egan's original plan had been to launch the crucial new model first and then perform the flotation on the back of that success. In practice, the government was keen to see Jaguar Cars broken away from BL and privatised, so the launch of the XJ40 was deferred to September 1986.

The XJ40 was much more than a simple restyle. The chassis was redeveloped for the first time since the launch of the original XJ. At the front, the double wishbone layout was retained but the control arms faced rearwards instead of forwards to allow them to be anchored to a stiffer part of the bodyshell and better locate the subframe. At the rear, the traditional Jaguar IRS was reworked to adopt a pendulum system which allowed fore and aft movement of the lower wishbone's inner fulcrum but retain its lateral stiffness.

At launch, the XJ40 was offered only with the newly-developed AJ6 straight-six engine, which included the 165 bhp 2.9-litre single-cam six and the 221 bhp 3.6-litre twin-cam six with the choice of either a five-speed Getrag manual or four-speed ZF transmission and the cars offered in three trim levels for the UK: the plain XJ6, Jaguar Sovereign or Daimler Sovereign. The motorsport connection with Tom Walkinshaw's TWR also produced the mechanically standard XJR

models with revised spring and damper settings as well as very '80s bodykits. Initially based on the 3.6 from 1988 to 1989, they were later produced with the 4-litre engine from 1989 to 1994.

In 1989 the AJ6 engine was uprated to 3980cc to create the 223 bhp 4-litre model. The following year the single-cam 2.9 was also replaced as an entry-level option by a 3.2-litre version of the twin-cam engine.

The XJ40 range was (literally) extended in 1992 with the addition of the long-wheelbase version marketed as the Majestic, which gained five inches in the rear door area.

In February 1993 the range was completed with the announcement of the V12-powered XJ12 and Daimler Double-Six at the Geneva show, a move which would finally allow the Series 3 car to be put to rest – the XJ12 had remained in production as a special order model.

Creating the XJ81 as the V12-powered XJ40 was codenamed, wasn't a simple matter. The front end crash structure needed re-engineering to make space for the V12 and the opportunity was taken to improve the entire car. Jaguar was by now under Ford control and Detroit fortunately had pockets deep enough to stand the £35 million cost.

The V12 itself had also been uprated to 6 litres, in which guise it produced 313 bhp and pushed the XJ40 well over the 150 mph mark.

Later in 1993, the Sport specification was introduced, available on either the 3.2 or 4.0 cars which were then badged as 'S'. The main distinguishing features were the colour-coded grille slats, boot plinth and door mirrors, wider 7x16 five-spoke alloy wheels and special gold badging.

The Sport was followed up in 1994 by the Gold, which was essentially an options package at a competitive price, featuring gold-coloured grille and boot badges, standard leather but without the pleats of other models plus the 'Kiwi' flat-faced diamond-turned alloy wheels. A Sovereign-style twin coachline also featured.

The Sport and Gold models were in practice run-out models, since the final XJ40 came off the line in August 1994 after 208,706 had been produced.





XJ220

It's perhaps no surprise that many iconic cars have been created largely in secret, away from the eyes of upper management. The Golf GTI was developed in secret as the Sport Golf and going further back, the Rover P6 would never have received its V8 had management not been tricked into trying a clandestinely-assembled prototype.

To that list we can also add the XJ220, a car which today is right up there with the '90s supercar greats, but which was first conceived as a cardboard model on a kitchen table and was then developed outside working hours by a small band of enthusiastic Jaguar staffers known collectively as the 'Saturday morning club.'

It's no secret that the project which would become the XJ220 was the pet project of Jaguar's then engineering chief Jim Randle, who had been inspired by roadgoing Group B supercars like the Ferrari 288GTO and the Porsche

959. Randle had the idea that a similar car could form a flagship for the Jaguar brand and asked a hand-picked team of engineers and stylists to get to work on the project, meeting outside regular working hours and not discussing the project elsewhere within the company. In fact, development continued to the prototype stage without word getting out, although Jaguar insiders from the time report that by 1988 directors were vaguely aware of the project's existence.

Initially given the name XK220, the car was conceived as using a 6.2-litre development of the Jaguar V12 and a four-wheel drive system developed by fellow Coventry firm FF. The name was changed to the more modern XJ220 in 1988 and later in the year a group of directors was invited to view the completed prototype at Park Sheet Metal.

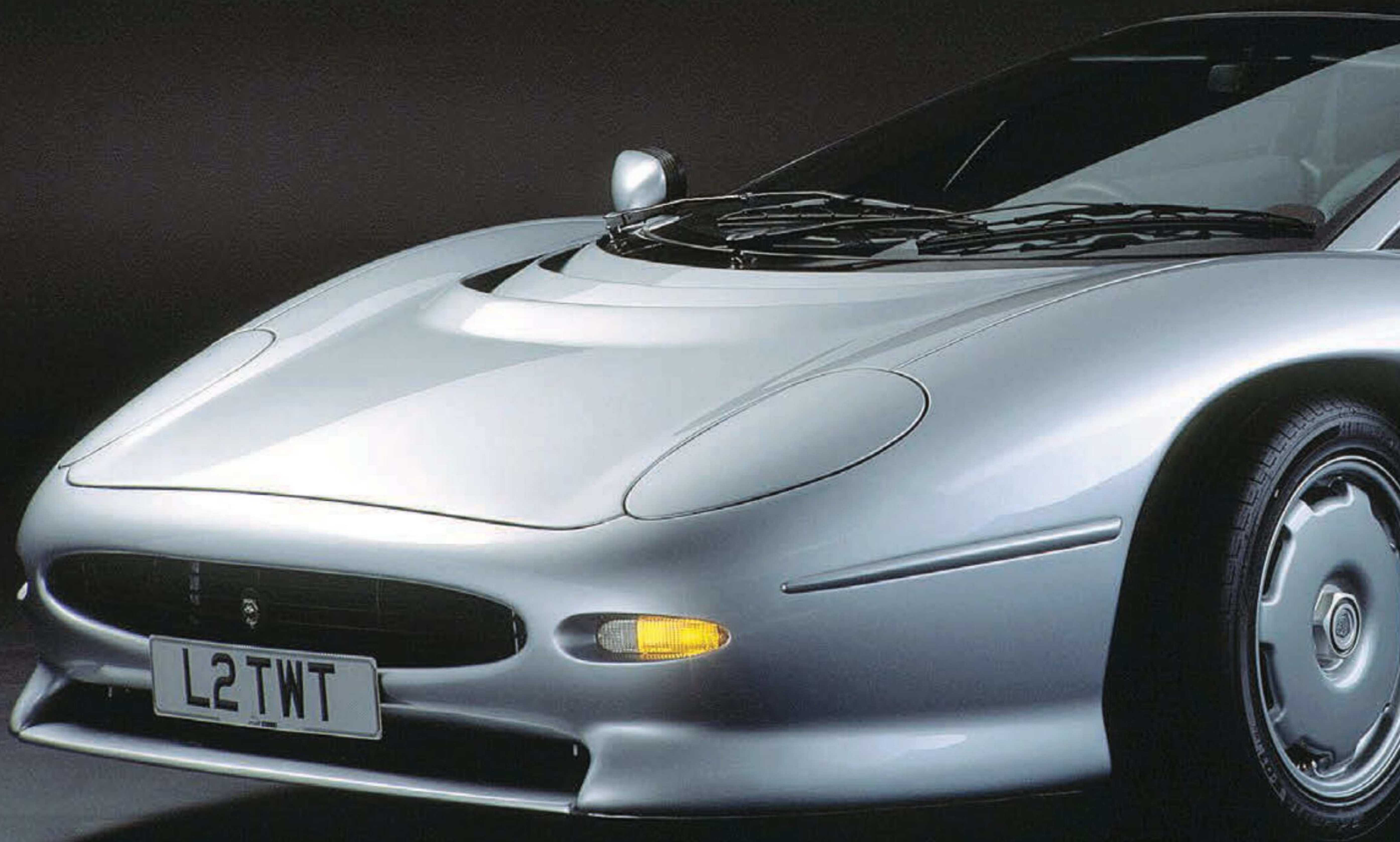
Having revealed the existence of the XJ220, the question of the evening was whether the car should be displayed at

the show and if so, what were the implications for putting it into limited production.

Significantly, also invited to the viewing was Tom Walkinshaw whose recently formed JaguarSport operation – a joint-venture between his TWR Group and Jaguar – would be a natural choice to produce the low-volume specialist car.

Amusingly, those present at the time recall an ashen-faced Walkinshaw looking dismayed when the 200mph supercar was revealed, the reason being he had just completed development of a roadgoing Group C Jaguar himself, the XJR-15. Walkinshaw must have known that faced with in-house competition this strong, his own project had no chance of making a motor show stand.

After an impromptu private meeting, the board members announced their decision that the car would go to the show just eight days later – a decision which resulted in a frenzy of activity



as the sole prototype was readied for scrutiny, eventually being winched on to the stand at 3am on opening day.

The reaction was astounding, with showgoers several deep around the Jaguar stand and buyers happy to provide the £50,000 deposit required. Indeed, some 350 would-be owners eventually lodged a deposit, the resulting £17.5m covering the development costs of the car at TWR.

The journey from after-hours prototype to production reality saw the XJ220's wheelbase shrink by 200mm and the rear overhang lose 50mm but more was to come. Calculations had put the weight of the car in its original form at over 1800kg and at a projected top speed of 220mph, it was impossible to obtain suitable tyres.

Rather than invest in tyre technology, the solution was to put the car on a diet and radical change was involved. The all-wheel drive became a simple rear-drive layout and the V12 engine was replaced by something very different in the shape of a twin-turbo V6.

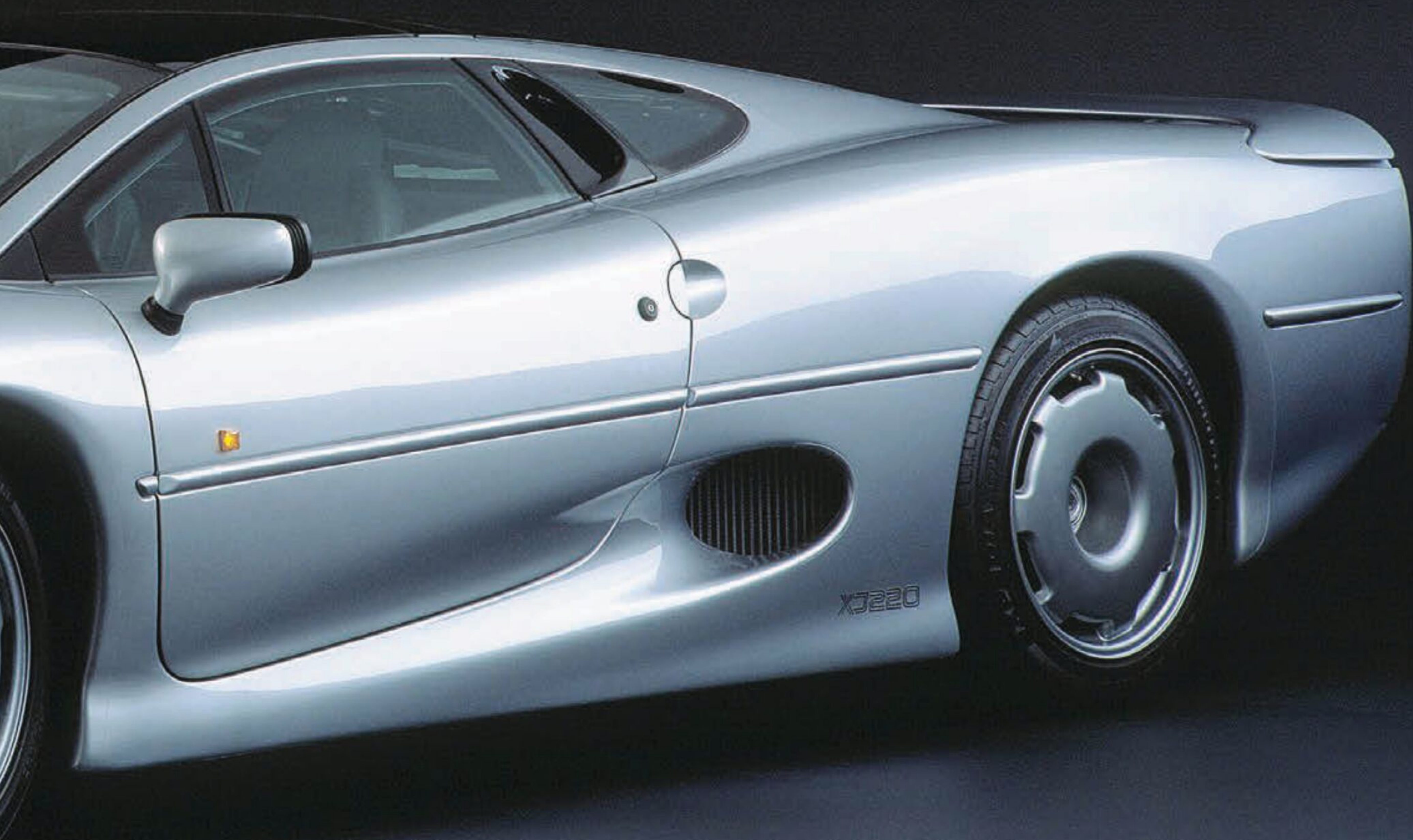
Ironically, this had its origins in the Rover V8, an engine which, during the BL days, Jaguar had steadfastly resisted. The alloy V8 had been used as the basis for the powerplant in the MG Metro 6R4 rally car, essentially by removing two cylinders to create a 90-degree V6. TWR had subsequently bought the rights to the engine and developed it into a 3.5-litre design with 800bhp potential in its Group C racers and was understandably only too keen to offer the unit for the XJ220.

These alterations had slimmed the XJ220 by 400kg and the revised car was unveiled at the Tokyo show in 1991. With two turbochargers, the V6 was good for 542bhp and the car boasted a top speed of over 200mph, later confirmed by Martin Brundle, who clocked 217.1mph at the Nardo track.

In April 1992, production started but by then many of the potential customers had asserted that the change of specification amounted to a breach of contract and had requested the return of their deposit. When Black Wednesday

arrived in September and sent interest rates soaring, the country began what would be a long recession and the trickle became a flood, with 75 customers attempting to cancel their orders for a car which was now priced at £450,000. Jaguar won the subsequent court case but some customers were even prepared to lose their deposit rather than complete the purchase, meaning that sales were very slow. Production ended in mid-1994 after just 274, with the very last cars heavily discounted: it's thought that the last example was sold in 1997 for a mere £127,550.

Its complicated and controversial genesis meant it took time to be accepted alongside the Ferrari and Porsche competition, but today the XJ220 is accepted as a blue chip supercar classic, assisted by the attentions of Jaguar Classic in recent years which has even managed to commission Pirelli and Bridgestone to remanufacture the unique tyres. As a result, values are now ironically back up to the £450,000 new price back in 1992.



A secret design project by a group Jaguar employees code-named the 'Saturday morning club', the XJ220 went on to become the fastest production car in 1992-1993.

X300

One of the first fruits of Ford investment in Jaguar was the so-called X300 incarnation of the XJ saloon. The accepted version of events is that back in the mid '80s a proposal for an all-new saloon as a replacement for the XJ40 was worked up under the codename 'XJ90', with much design work being done by the after-hours 'Saturday Morning Club' which also generated the XJ220.

Alas, even with Ford backing funds were too tight for an all-new XJ when other projects took priority, so the solution was to take the nose and tail of the XJ90 and effectively graft them on to the centre section of the existing XJ40.

This might sound like a half-baked way to design an upmarket car, but it worked amazingly well, showing the soundness of the original XJ40 design, which had been further improved by a late-life facelift and improvements to the body structure.

The AJ16 development of the AJ6 engine was carried over in 3.2 and 4-litre form, with the V12 now in its 6-litre incarnation. At launch in 1994, engine options included the entry-level 3.2, the 4-litre and the supercharged 4-litre in the XJR, which offered 321bhp and was a credible rival to the BMW M5.

The car clocked up sales of 126,260 in the four years it was on sale and making it the last XJ model to sell in volume as the brand moved more upmarket with later generations.

The X300 restyle brought back the familiar four-lamp Jaguar front end.



With its retro styling, the X300 is often regarded as the car the XJ40 should have been.



XK8

Scoop sightings of a new 'F Type' were frequently hyped in the press during the '80s but the reality was that the development of a new Jaguar sports car had been a difficult and drawn-out process. After several false starts, the so-called XJ41 project was developed, essentially a coupe based on the XJ40 saloon platform. As the XJ41 project gained momentum, it became increasingly ambitious, eventually ending up with a turbocharged powerplant and four-wheel drive.

It was the XJ41 (and its convertible sibling, the XJ42) which were touted in scoop photos as the new 'F Type' but when Ford acquired Jaguar in 1986 the project came to an abrupt halt. Production facilities desperately needed updating and this, together with the firm's core saloon ranges were the investment priority. Funding was instead provided for an extensive facelift of the XJ-S to improve quality and production efficiency, the resulting 1992 XJS (now without the hyphen) becoming so successful that it lasted until 1996, giving Jaguar breathing space to start again on a sports car.

In 1993 work began on what would become the XK8 which

would use the XJS floorpan and be powered by an all-new AJ-V8 engine. An internal design competition within Ford saw the Jaguar design penned by Geoff Lawson's Coventry team picked as the winner over proposals from Ford studios in Dearborn and Ghia in Italy. Its curving lines and prominent nose were reminiscent of the E-Type but avoided being self-consciously retro.

With a launch date set for the Geneva show in 1996 – the 35th anniversary of the E-Type's launch – development work went ahead at a furious pace. Early development work involved XJS mules running V8 power, while the front suspension used a new design based around unequal length double wishbones carried on a lightweight die-cast aluminium subframe with springs mounted directly to the body and hydraulic mounts between the subframe and engine. At the rear, the long-serving Jaguar independent set-up derived from the XJ saloons was used, with the driveshaft acting as the upper link and the assembly mounted on a rubber-mounted subframe. The bodyshell used 30 per cent fewer panels than the XJS yet offered torsional rigidity 25 per cent better and in coupe





A subtle facelift took place for the 2001 model year, receiving new 'jewel' style tail lights with chrome surrounds, restyled rear bumper and faired-in front fog lamps.



XK8 1996–2005

form borrowed a trick from the German makers by raising and lowering the door glass a touch when the handle was operated, in order to slot it under the sealing rubber.

As befitted a car developed in a new post-BL era, the XK8 used state-of-the-art CAN-bus electronic technology, which was capable of fast data transfer between the various control modules. Heart of the car was that new V8 engine, which was good for 290 bhp and even in the automatic-only specification made it a quick car.

The XK8 made its Geneva show debut, with the official on-sale date coinciding with the British Motor Show later in the year, by which time a waiting list had already built up.

Indeed, with the styling offering a refreshing alternative to the hard-edged German rivals, the XK8 lured more than a few buyers out of Mercedes and BMW coupes, while its combination of modern refinement, performance and ride quality gave XJS owners a reason to upgrade.

At launch, the XK8 range was pretty simple: a single 290 bhp V8 normally-aspirated engine spec was offered, in either coupe or convertible form. In 1998 the 390 bhp supercharged version of the V8 was added in the XKR, again offered as either coupe or convertible.

The cars were facelifted in 2000 for the 2001 model year, receiving new 'jewel' style tail lights with chrome surrounds, restyled rear bumper and faired-in front fog lamps, together with

a chrome plinth with external release for the boot handle, and 18-inch wheels. The supercharged XKR also received larger tailpipe finishers, while inside the seats were restyled and given electric adjustment, seat-mounted side airbags were added and the advanced 'ARTS' airbag deployment system was added to avoid firing the airbags unnecessarily. The supercharged engine was also upgraded with a new engine management system reducing CO emissions by 12 per cent and incorporating an engine oil temperature sensor, plus a drive-by-wire electronic throttle and exhaust gas recirculation. A 320-watt Alpine sound system was also on the options list, while the standard-fit immobiliser gained a rolling code



Offered as a coupe or convertible, the open-top XK8 appealed to buyers who preferred to waft along country lanes under sunny skies.

transponder for improved security. The six-disc CD changer was now standard on all models and the standard wheel was now an 8x17 'Lamina' style.

The XK received a further facelift in 2002 for the 2003 model year when the changes were more extensive and the model was referred to as the 'new generation' XK by Jaguar's marketing people. The big change was stroking the AJ28 version of the AJ-V8 from its original 3996cc to 4196cc, in which form it was known as the AJ34. The new 4.2-litre engine was good for 300 bhp with 310 lb.ft torque, or 400 bhp and 408 lb.ft torque in supercharged form. It was paired with a new ZF six-speed 6HP26 transmission paired with an electronic control system which 'learned'

the driver's style and continually adjusted the shift pattern to suit.

Like previous Jaguars the shift used the firm's traditional 'J gate' selector and the new gearbox was reckoned to be lighter and more compact than the previous five-speed box. The final drive ratio was also changed to accommodate the new transmission, while the Brembo brakes from the 'R' options range became standard on the XKR.

External changes involved new badging and the addition of new Xenon headlamps as standard on the XKR and optional on the XK8. New paint and trim colours were introduced and three new wheel styles were added. At the same time Jaguar introduced its 'R' options packages which included

Recaro seats, Brembo brakes and interior details. Coupe models could also be ordered with an uprated 'R' performance suspension.

The 2003 cars also gained the full array of up-to-date traction and stability aids: Dynamic Stability Control (DSC), Emergency Brake Assist (EBA) were added, with optional adaptive cruise control. The facelifted models also gained new sculpted 'growler' badging on the nose and the leaping Jaguar motif on interior panels.

From here the XK range remained unchanged until it was replaced in 2005 by a new XK, looking similar at first glance but under the skin an all-new design employing an advanced aluminium architecture.



X308 1997-2002



X308

When the need for a V8 engine to compete with the German rivals became obvious, the solution was already on hand in the shape of the AJ-V8 which had been launched in the XJ8 in 1996. The X300 bodyshell needed little work to accommodate the V8 engine and so in 1997 the X308 was launched with V8 power exclusively – marking the end of straight-six and V12 engines in the XJ range.

The X308 was launched in three models – XJ8 3.2, XJ8 4.0 and XJR – with a Sport option available only on the 3.2 and offering black window trim and vertical grey grille slats in a body-coloured surround as well as bigger wheels, sports seats, dark interior wood and stiffer suspension. The range-topping XJ8 spec for the UK market was the Sovereign which majored on luxury and was also offered in a long-wheelbase version with four inches added in the rear door area. As usual, the X308 was also marketed with the Daimler badge in both short and long-wheelbase forms, as either the Daimler Eight or the supercharged Daimler Super V8.

In 2001, Jaguar celebrated what would have been Sir William Lyons' 100th year by producing the XJR100, a limited edition of the XKR in black with red-stitched black leather and the Brembo brakes from the 'R' performance option package and 19-inch BBS alloys.

In 2002 as the all-new 'X350' was on the horizon, what was effectively a run-out model was produced badged as the XJ8 SE, featuring improved specification and in late 2002 the final cars left the line, with the new aluminium-bodied X350 entering production in December.



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S-TYPE

Ford ownership brought the financial muscle to take Jaguar into a new era, but in a world chasing volume the slender two-model Jaguar range simply wouldn't stand up as a business case. Eyeing the success of BMW, management reasoned a smaller, more affordable car was needed to challenge the all-conquering 5-Series and in 1995 Ford announced a £500m investment in the Castle Bromwich plant to build what would become the S-Type under codename X200.

Even the mighty Ford Motor Company would have balked at the idea of funding an all-new platform for such a low-volume (by Ford standards) model and the solution was to use the so-called DEW98 platform which was then in development for the Lincoln LS and Ford Thunderbird. Crucially, this was engineered for rear-wheel drive.

The popular misconception is that Jaguar was simply handed the Lincoln floorpan and told to add some wood and leather, but the reality is rather different, with engineering teams from Dearborn and Coventry collaborating extensively to share the costly items like climate control and crash safety while also giving each car its own character.

The differences between the Lincoln and the Jaguar are mainly in the outer skin, so Jaguar was able to influence the hard points of the structure, adding a lower seating position, revised crash structure and shorter front overhang, while Ford engineers tapped Jaguar teams for their ride and handling expertise.

Underneath, the rear suspension was by unequal-length wishbones in Jaguar tradition, but the S-Type abandoned the XJ's practice of using the driveshaft as the upper link, using instead a cast aluminium wishbone together with a fifth link to control toe angle. The wishbones, differential and anti-roll bar were all mounted on an aluminium subframe for improved refinement.

At the front end, the S-Type's suspension used a combination of wishbones and strut, with speed-dependent variable power steering and modern electronic measures



including traction control, electronic brakeforce distribution and optional stability control.

The car was launched at the Birmingham International Motor Show in October 1998 and went on sale from March 1999. Just three models were offered: the 3.0 V6 in standard or Special Equipment (SE) trim and the 4.0 V8.

In December 2000 a Sport trim level was added, offering colour-coded exterior, grey veneer inside, stability control and 18-inch 'Monaco' wheels. The Sport was available with either V6 or V8 power, the V8 models featuring the adaptive CATS suspension as standard.

In March 2002, the V8 was enlarged to 4.2 litres and a 2.5-litre version of the V6 was added to the range.

The introduction of the enlarged V8 also coincided with the launch of the S-Type R which belied the retro styling with a formidable 390bhp (later 400bhp) punch which became a credible rival to the revered BMW M5.

This coincided with a minor facelift of the original X200 for the 2003 model year, which added a revised dashboard and centre console with electronic parking brake and

a redesigned front grille which incorporated the Jaguar badge.

Other mechanical changes included the replacement of the Ford five-speed automatic with a six-speed ZF unit, while the 3.0 V6 engine was uprated to 235bhp and the ignition now used a flip key.

A more extensive facelift under the direction of Ian Callum arrived in April 2004 for the 2005 model year, involving restyled front and rear valances, revised grille, reshaped rear lamps and a reshaped aluminium bonnet with washer jets now housed in the wipers.

At this point Jaguar finally bowed to the inevitable and added a diesel to the range in the form of the 2.7-litre AJD-V6 unit co-developed with PSA. A smooth and torquey unit, it suited the car very well despite reliability issues which surfaced later on.

The S-Type would be produced in this form until 2007 by which time it had done a creditable job in helping to lift Jaguar sales above 100,000 but the X200 story wasn't quite over. That DEW98 platform had proved to be such a success that it was carried over to underpin the new XF and would live on until the XF evolved into its aluminium-bodied second generation in 2015.



The model's engine range spanned the entry-level 2.5 V6, a 3-litre V6 and the V8 in both normally aspirated and supercharged R form plus the 2.7-litre V6 diesel. All give lively performance but the S-Type R in particular lives up the old adage 'wolf in sheep's clothing'.



XK8 CONVERTIBLE
SPORTS CAR LINEAGE

JAGUAR XK8



JAGUAR'S SPORTING GREAT

This is the official press pack for the eagerly awaited Jaguar XK8 convertible, issued to journalists with a strict embargo of April 4th, 1996. The XK8 coupe had already taken a bow at the previous month's Geneva Motor Show, but the convertible version was making its official debut at the New York International Automobile Show – with both models set to go on sale from October '96. Shown here are the press pack folder and one of the official photographs (inset) contained within it, accompanied by explanatory text confirming the importance of the newcomer: 'The introduction of the XK8 marks the beginning of a new era in Jaguar sports car history and the departure of its predecessor, the XJS'.



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The Ford-derived Duratec V6 engines were modified for Jaguar use and are exceptionally refined units.



X-Type

With the S-Type having succeeded in lifting Jaguar output over the 100,000 mark, Ford was encouraged to increase volume still further, with a model sitting in the segment below and holding the BMW 3-Series firmly in its sights.

This was however to prove a harder development task, since the S-Type platform simply couldn't be adapted to produce a smaller car. All the smaller platforms in the Ford empire used a transverse engine rather than the longitudinal powerplant of the traditional Jaguar layout which pointed to the 'CD132' platform underpinning the 2002 Mondeo as the final choice.

Despite popular jibes dismissing the X-Type as a dressed-up Mondeo, in reality the platform was extensively re-engineered by Jaguar. The dimensions may have been similar but the front suspension was entirely revised, while the rear end essentially used the independent set-up from the Mondeo estate. In the Ford this was used to give the estate a flatter load area but in the S-Type it allowed a rear subframe and differential to be added for rear-wheel drive.

A front-drive Jaguar would have been too much to take, so at launch the X-Type was four-wheel drive only – providing a neat USP for the new model, especially in the UK where BMWs of the time were rear-wheel drive only. A

separate transfer box used a viscous coupling to send drive to the rear wheels, with the car retaining a rear-biased torque split.

Engine options initially included 2.5 and 3-litre versions of the Duratec V6, joined by a smaller 2.1-litre V6 (badged as a 2-litre) in 2002 as a front-drive only offering. Meanwhile, the first four-cylinder Jaguar since the days of the SS models appeared in 2003 in the shape of the X-Type diesel. Using the 128 bhp 2-litre unit from the Ford Mondeo TDCi, it was available only in manual front-drive form, while the estate joined the range in 2004.

In 2007 the diesel option was upgraded to a 2.2-litre, 152 bhp option which transformed its performance and with a facelift, the X-Type continued to sell in reasonable numbers.

The sale of Jaguar and Land Rover to Tata was completed in 2008 and the new owner's decision to position Jaguar as a more exclusive brand saw the future of the X-Type in doubt. The end was confirmed when the decision to use its production line at Halewood for the Evoque was announced and the last X-Type was produced in December 2009.

It's a market Jaguar would not return to until 2015 with the launch of the XE, which left the Ford platforms thoroughly behind and employed Jaguar's advanced aluminium structure.



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Jaguar XJ X350

Whereas the X300 and its V8-engined evolution the X308 were both essentially developments of the XJ40 which had first seen the light in 1986 and could trace its origins back to the 1970s, the X350 was an all-new creation.

Although launched in 2002, development of the car had in fact begun much earlier, running in parallel to the X-Type. Unlike the Mondeo-based X-Type though, the XJ boasted some radical technology beneath its somewhat conservative style. Demands for increased interior space meant it would need to be larger than its XJ40-based predecessor, which required a wheelbase stretch to 3034mm but in order to avoid the weight ballooning as a result, the decision was taken to go with a lightweight aluminium construction.

Back then this was a bold step, only Audi having successfully volume-produced an aluminium monocoque saloon car, but with Ford money behind them the Jaguar team managed it.

Unlike Audi and Honda's use of extruded spaceframes, Jaguar went for a bonded and riveted construction which the firm still uses today, involving the high-tech glue being cured by the heat of the paint oven. It's strong, too: apparently tests have shown that when two sheets of aluminium glued together in this way are separated, the metal will fail before the glue.

It wasn't all good though. The lower strength compared to steel was a factor heavily influencing the appearance of the new car, with designer Fergus Pollock pointing out that the need to retain torsional stiffness resulted in larger than average pillars and a high waistline. To compensate for this, a rising feature line was given to the lower half of the rear doors which helps to visually slim the sides of the car.

As for the look of the car, extensive customer clinics held by Ford saw the adoption of the familiar Jaguar face with the sculpted four-lamp front end.

The launch range included the 3-litre V6 good for 240 bhp, the 3.5-litre V8 in 262 bhp flavour and the 4.2-litre V8 in both 300 bhp and supercharged 400 bhp form plus the 2.7-litre twin-turbo V6 in the TDVi good for 204 bhp.

Underneath was found standard air suspension at all four corners and in conjunction with the car's lightweight build this made it a more capable handler than its size would suggest.

Facelifted in 2007 for the 2008 model year and gaining the X358 designation, the car gained revised grille, mirrors and front bumpers plus the side vents in the wings, while the 3.5-litre was dropped for the UK market. It would be replaced in 2009 by the radically different-looking X351 model.



The XJ X3500 was the last of the traditional-looking XJs but was surprisingly high-tech under the skin.





XJ X351

Its structure may have been state-of-the-art but the X350's styling was traditional, something which was a double-edged sword for Jaguar, busy trying to woo a more youthful customer base with cars like the XK8 and the X-Type. It may have pleased the Jaguar traditionalists and is a handsome-looking car but appeared conservative in the face of bold new designs like the E65 7-Series penned under new BMW design chief Chris Bangle.

All this changed abruptly with the arrival of the X351, which shared the structure of the X350 but debuted a bold new style. Penned under new Jaguar styling chief Ian Callum, the new car deliberately broke with the 'series 1' retro XJ style and adopted a new coupe-like profile which gave it

a contemporary appeal. The car also moved upmarket, now competing with cars like the Maserati Quattroporte and Porsche's Panamera. Despite that, it did retain some traditional XJ design cues such as the front grille, intended to evoke the series 1 and the clearly defined rear haunches.

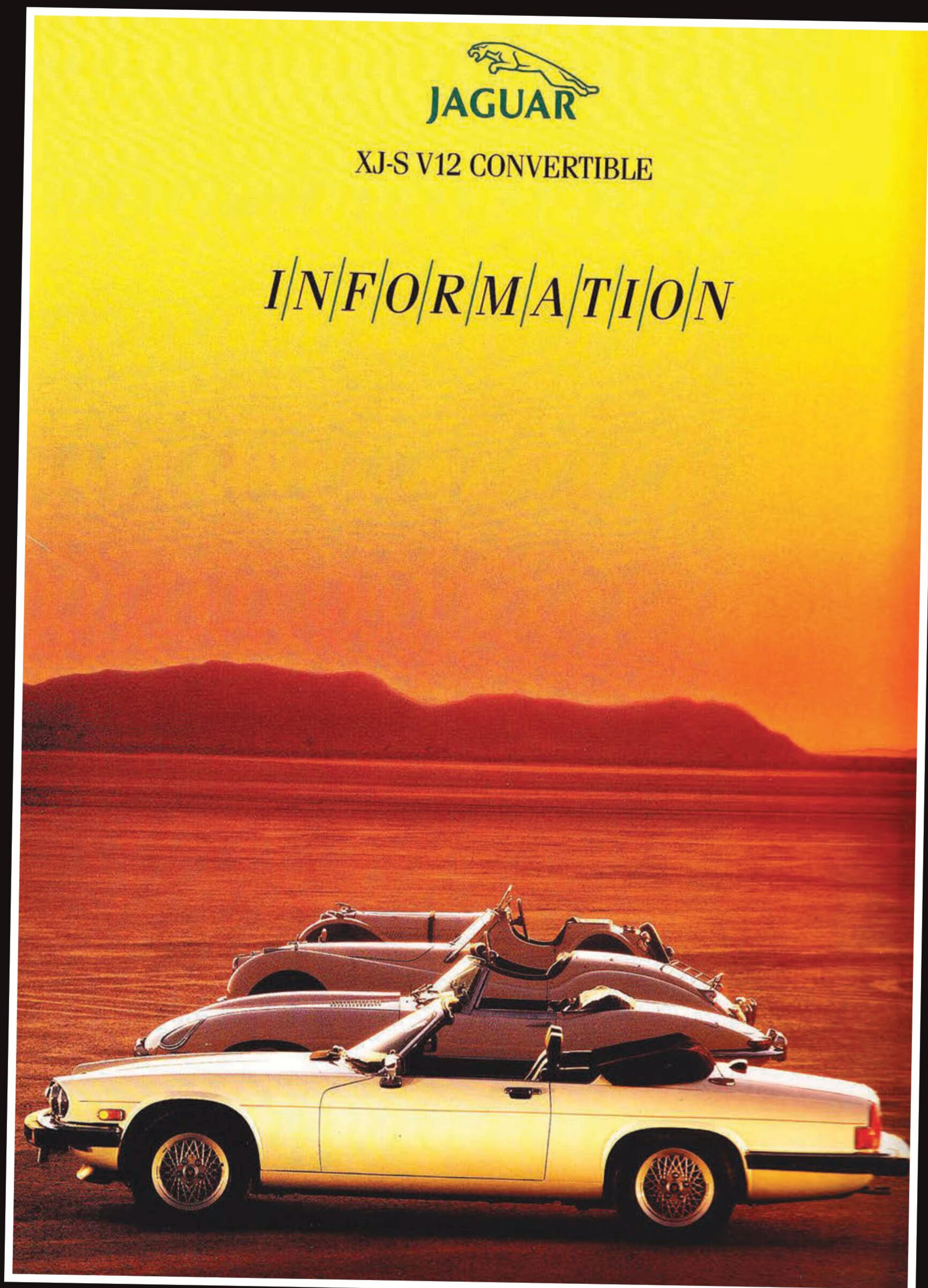
Offered with the 3-litre PSA-derived diesel engine alongside the 3-litre V6 and the 5-litre AJ-V8 engine, the X351 was also offered in XJR form from 2013. Using a supercharged version of the V8 good for 543bhp, this gave the car a 174mph top speed.

Facelifted in 2015, the X351 model ended production in 2019, a reflection of its sales falling in favour of luxury SUVs like its own sibling the Range Rover.



The bold new look of the XJ range came with three engine choices, the 5-litre V8 being the most powerful, until the supercharged XJR arrived in 2013.





XJ-S V12 CONVERTIBLE

I/N/F/O/R/M/A/T/I/O/N

JAGUAR'S NEW CONVERTIBLE

This rather handsome press pack was sent out by Jaguar in February 1988 to announce the launch of the new XJ-S V12 Convertible at the Geneva International Motor Show the following week. The folder was lavish, packed with a selection of press

photographs and a full rundown of this exclusive new soft-top.

The press pack described the XJ-S Convertible as 'one of the world's fastest and most refined fully open-topped cars'. This latest XJ-S marked a return to form for the Coventry-based

marque: 'It will be Jaguar's first full convertible model since the E-Type roadster – which ceased production in 1974'. The prediction was that Jaguar would sell 4000 XJ-S Convertibles during the rest of 1988, with over 80% destined for export markets.

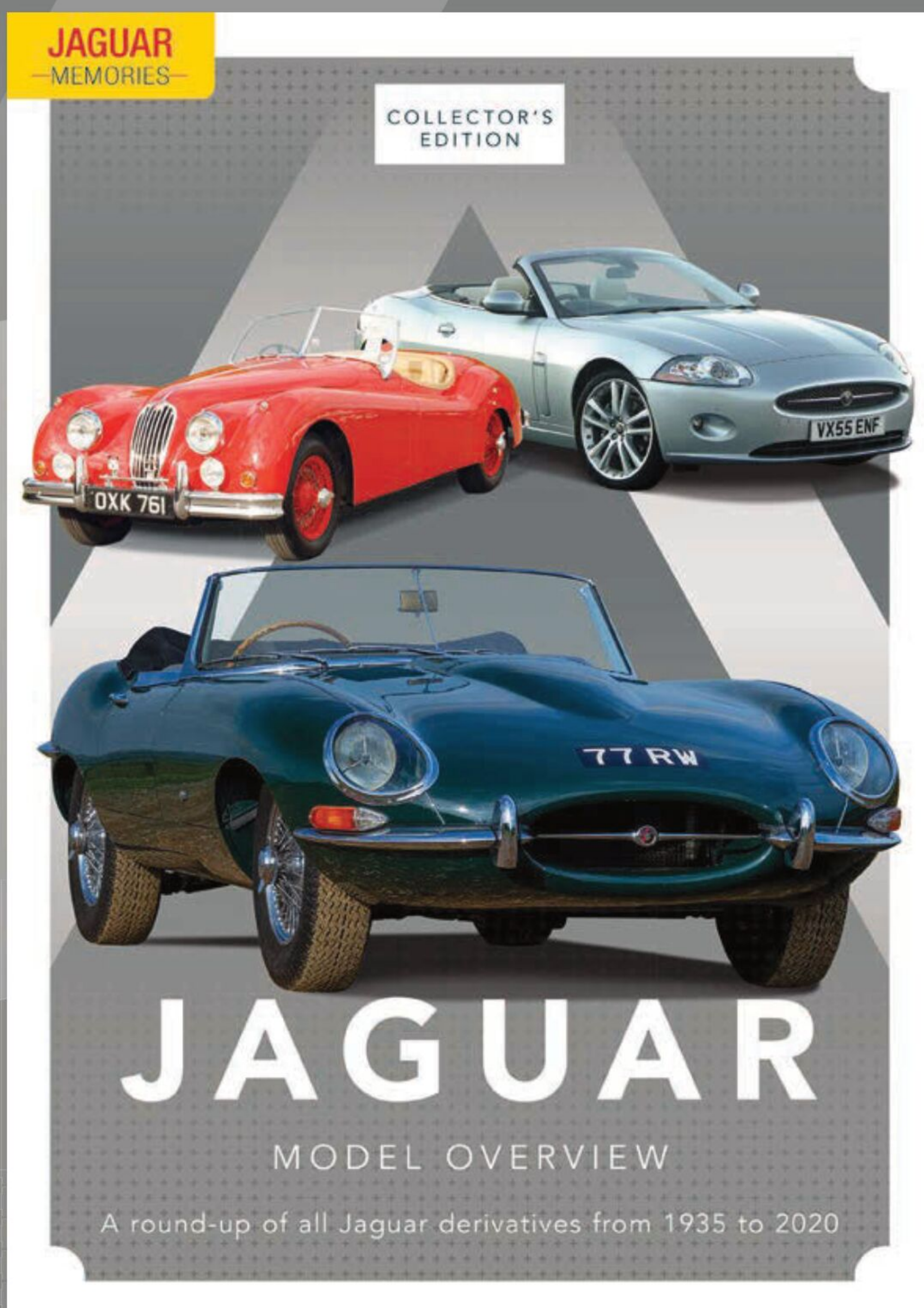
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XK X150 2006-2014



The later XKR-S, was updated from a 4.7-litre in the 2008 model, to 5-litres in the 2011 version. Power was increased to 550 bhp giving it the ability could knock on the door of 190 mph and becoming the fastest Jaguar ever.

The XK was available firstly as a coupe and then in convertible guise, both sharing the same engine range.



XK X150

Like many Jaguars of this era, the second-generation XK8 – more correctly, simply 'XK' this time round – may have looked very similar to its predecessor, but under the skin was a massive leap forward in technical terms.

In this respect it took its lead from the 'X350' generation of XJ saloons, which returned to the traditional Jaguar style yet which employed a radical aluminium structure to tip the scales at barely the weight of a Mondeo.

Similarly, at first glance, the 2005 XK may have looked like a mildly facelifted version of the XK8, but was in fact an all-new design. From the pen of Ian Callum who had by then replaced Geoff Lawson as head of Jaguar design, the XK was sharper, more modern and very much less derivative. Here was a car which wasn't even trying to be a replacement E-Type but an alternative to Mercedes and BMW grand tourers.

The design was first previewed as the Advanced Lightweight Coupe Concept at the January 2005 Detroit Motor Show, with the production car launched at the Frankfurt show in September of that year and the convertible announced at the Detroit show in January 2006. The X150 generation also marked the end of the link with Jaguar's Coventry production, since the new car was assembled down the M6 at Castle Bromwich in Birmingham, alongside the aluminium XJ and the S-Type. The first production car, a Liquid Silver coupe left the Castle Bromwich production line on December 20.

Under the skin though, the car owed little to the X100, the high-tech aluminium monocoque allowing the bodyshell to be some 20 per cent lighter than the original XK8, with the coupe shedding 70kg and the convertible 100kg.

The drivetrain however was initially carried over, the new car retaining the 4.2-litre V8 in normally-aspirated 300 bhp form, with the supercharged XKR introduced in June 2006 – the 4.2-litre V8 now uprated to 420 bhp courtesy of a twin inlet system and variable inlet camshaft timing.

In 2008, the XKR-S was added to the range, a 200-off limited edition boasting uprated suspension and brakes, while the 60th anniversary of the XK name was marked in July 2008 with the XK60, based on the normally-aspirated XK with extra equipment.

In January 2009 the Detroit show saw a facelifted XK announced, with a revised front end style, new LED rear lights and restyled lower rear valance. On the inside, the XK received the rotary gear selector first debuted in the XF, while under the bonnet the AJ-V8 received direct injection and a capacity hike to full five litres. The result was 385 bhp for the XK and a towering 510 bhp for the XKR, which could spear to 60 mph in just 4.6 seconds.

The following year saw the XKR75 to celebrate Jaguar's 75th anniversary, boasting a power increase to 530 bhp and a top speed of 174 mph, while the following year's Geneva show saw the launch of the XKR-S, the fastest ever Jaguar with uprated chassis and a serious 550 bhp on tap. The XKR-S became available as a convertible in 2011, while in 2013 the luxury-focused XK Signature and the performance-orientated Dynamic R (XKR) model featuring XKR-S chassis upgrades were offered for the UK.

These were destined to be the swansong for the XK though, with production ending in July and the F-Type taking its place as Jaguar's sports car offering.



With a supercharged V8, developing 510 bhp under the bonnet, the XFR was the alternative 'cat amongst the German pigeons'.

XF

Sir William Lyons may have passed away in 1985 but his presence was still felt within the company he founded even as it was developing the crucial mid-range volume-selling model which would replace the S-Type.

After considering no less than 12 different proposals, it was Sir William's own grille treatment used on the Series 1 XJ back in 1968 which the design team took as the inspiration for the front end of the new XF, chosen over the dated horseshoe arrangement employed by the S-Type.

Like that original XJ and the XJ-S later on, the XF would represent an abrupt change of direction for Jaguar, leaving the retro styling behind and competing head-on with the German brands using a bold, modern aesthetic. Crisp creases formed the elegant curves of the exterior, while the interior was a stylish blend of light-coloured veneer and aluminium accents more reminiscent of a modern yacht than a '50s gentleman's club. The crowning touch was a rotary control for the automatic gearbox (the sole transmission) which retracted at rest, only motoring up into sight when the car was switched on.

The style of the XF was previewed by the C-XF at the Detroit show in 2007 and the intention had originally been to manufacture the car in aluminium, but the X350 platform was too large and even with Ford funding,

development of an all-new platform couldn't be justified. This explains why the car which went on sale in March 2008 was based on the X200 S-Type and was essentially a rebodysing of that DEW98 Jaguar/Lincoln platform – which still represented a very modern place to start.

As launched, the car was offered with the 3-litre V6, the 4.2-litre V8 and the 2.7-litre PSA-derived V6 diesel as used in the S-Type and XJ. In 2009 the V8 would be uprated to the 5-litre version while the diesel grew to 3-litres and the range would be joined by the XFR, complete with the 510bhp supercharged V8.

In 2011, the XF was facelifted, gaining the front end style originally shown on the C-XF concept, which insiders would admit had been their choice for the production car but the required technology wasn't quite ready for market at the time. The facelifted range also gained the Ford-developed 2.2-litre four-cylinder diesel engine which produced a tax-friendly 190bhp. In 2012, the estate version – dubbed Sportbrake – was announced, while the XFR-S model provided a 550bhp punch courtesy of an uprated version of the blown V8.

In 2016, the dream of an all-aluminium XF was realised, as the original XF – codenamed X250 – was replaced by the all-new X260 generation.





THE CURRENT JAGUAR RANGE



F-Type

The world had been waiting for a long time to see a Jaguar F-Type. The XJ-S had ploughed its own furrow as a grand tourer, a proposed F-Type project had been cancelled in the late '80s and although the XK8 looked like a spiritual successor to the E-Type, it was never badged as F-Type, nor was the succeeding XK.

When the F-Type finally appeared in 2013, it was a very different animal from the rest of the Jaguar range and was physically the smallest Jaguar for many years. Based on a shortened version of the aluminium platform of the X150

XK model, the car was a conventional front-engined, rear-drive sports car, offered initially in open form with a coupe added in 2014.

At launch, the F-Type was offered with the supercharged 3-litre V6 or supercharged 5-litre V8, with a 300bhp 2-litre four-cylinder added in 2018 and replacing the V6.

The current range includes the 300bhp four-cylinder turbo in rear-drive form, the 450bhp supercharged V8 in either all-wheel drive or rear-drive layout and the 575bhp V8 in all-wheel drive form only.



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THE CURRENT JAGUAR RANGE

XE

Ever since the X-Type was discontinued in 2009, there had been rumours of a 'new baby Jaguar' in the press accompanied by supposed scoop photos. In reality, we would have to wait until 2015 for Jaguar to return to the 3-Series market with the XE, which was a very different creation from the X-Type. The first car to use JLR's new 'D7' aluminium architecture, the XE was launched in 2015 and was the first Jaguar to be manufactured at the historic Solihull plant, formerly the home of Land Rover.

At launch, engine options were JLR's newly-developed Ingenium diesels and the Ford Ecoboost-derived 2-litre petrol engines, which were replaced in 2019 by the petrol Ingenium units. From launch until 2019, the 3-litre V6 shared with the F-Type was also offered in supercharged form and rated at 340bhp, later raised to 380bhp.

One link with the X-Type was established shortly after launch when the option of all-wheel drive was added.



XF

The second car to use the D7 aluminium platform, the second-generation XF, developed under code number X260 looked very similar at a glance to its predecessor but was in fact a clean-sheet design, Jaguar claiming some 83 per cent of its componentry to be new.

A sign of the changing times is that the XF is no longer offered in V8 form, the range including a diesel mild hybrid rated at 200bhp and a petrol four-cylinder in either 250bhp or 300bhp form, with the car available in either rear-drive or Sportbrake estate and with the option of all-wheel drive.



F-Pace

Jaguar's move into the SUV market was inevitable given the changing automotive fashions of the 21st century and the first to appear was the F-Pace, announced at the Frankfurt show in 2015.

Sharing its aluminium construction with the XE and XF, the F-Pace is a lightweight for the full-size SUV category at 1775kg, while a sophisticated multi-link rear suspension gives it the agility expected of the brand.

The engine range includes the 2-litre four-cylinder diesel in mild hybrid 204bhp form and a V6 diesel in twin-turbocharged 300bhp form, while petrol engines run from the 250bhp 2-litre four-cylinder through the 400 bhp supercharged V6 to the mighty 575bhp supercharged V8 in the F-Pace SVR. A plug-in hybrid is also available with a combined 404bhp using a combination of the 2-litre petrol engine and electric power.

E-Pace

The F-Pace was joined from 2017 by a smaller brother in the shape of the E-Pace, again based on a shared aluminium platform, in this case also found in the Land Rover Evoque and Discovery.

The first transverse-engined Jaguar since the X-Type, the E-Pace is offered with the four-cylinder Ingenium diesel in either 150bhp or 180bhp tune with either front or all-wheel drive, while the 240bhp option is offered only with all-wheel drive. The petrol options are also all four-cylinder Ingenium units, paired with all-wheel drive and offered in 200bhp, 250bhp or 300bhp specification.





I-Pace 2018

Since the last of the XJs was discontinued in 2019, Jaguar has hinted at its return in electric form and the closest this has come to reality is the all-electric SUV released in 2018 as the I-Pace.

Using a development of the aluminium platform used for contemporary Jaguar Land Rover models including the XE, XF and Velar, the I-Pace uses a 'skateboard' design similar to the Tesla which mounts the weight of the 90kWh batteries low down in the structure. Driven by two electric motors, the I-Pace offers four-wheel drive and tremendous pace with a total of 513lb.ft torque propelling it to 60mph in just 4.5 seconds.

Said to use elements of the C-X75 in its styling, the I-Pace is described by Jaguar as a 'five-seat sports car' and its low-slung style gives it a look very different from the mass of identikit SUVs on our roads. Impressively, the car – the first battery electric vehicle from JLR – is said to have been developed in just four years.





The real world of historic Jaguars



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THE CONCEPT CARS



XJ13 1966

Despite Jaguar withdrawing from direct involvement in motorsport in the early '60s, the firm was aware of the glamour bestowed by racing and continued to develop sports-racing prototypes. During the development of the V12 engine, a prototype was worked up using an advanced quad-cam V12 engine running Lucas mechanical fuel injection and mid-mounted in an aluminium monocoque, using the engine as a stressed member in the Lotus style.

Developed under the project name XJ13, the car showed real promise but was kept secret... until, that is it was revealed in a promotional film for the forthcoming E-Type V12 at MIRA in 1971. With legendary test driver the late Norman Dewis at the wheel, a tyre failed and the car was destroyed, Norman claiming in later years that he "hid under the dashboard" until it had come to rest. The car was rebuilt two years later and restricted to display duties.



XK180 1998

Planned as a celebration of 50 years of the XK engine, the XK180 was shown in 1998 and combined elements of both the D-Type and the XJ13 in the dramatic style created by Keith Helfet. Built on the floorpan of the XK8, the floorpan was chopped by 125mm in length and two cars were built up into running prototypes in aluminium by Abbey Panels in Coventry. With the XKR's supercharged V8, the running cars had the pace to match their looks. The XK180 survives in the Jaguar Heritage collection.

R Coupe 2001

Following the passing of Geoff Lawson, a new era of Jaguar styling began and under the direction of Julian Thomson and Ian Callum the firm entered a new direction – one which would leave the self-consciously retro period which produced the S-Type and X-Type far behind.

The first statement of intent was the R Coupe concept, shown at the Frankfurt show in 2001 and based on a design by Julian Thomson. The idea was to showcase a cleaner, less fussy design future for the brand, with the Mk2-inspired grille added purely to give the concept brand recognition among the showgoing public.



C-X75 2010

The C-X75 concept was unveiled at the Paris Motor Show in 2010, intended to be both a celebration of Jaguar's 75th anniversary and a showcase for the firm's hybrid technology. Developed in conjunction with Williams, the powertrain included a pair of micro-jet turbines mounted high in the tail, which provided the power for four electric motors.

The dramatically styled C-X75 wasn't destined for production, despite Jaguar suggesting a limited production run, but a series of running cars were created for the James Bond film Spectre, using a tubular chassis and V8 petrol engines.

THE CONTINUATION CARS



E-Type Lightweight 2014

One of the first products to emerge from a Jaguar newly aware of the potential of its own heritage was the 'continuation' series of E-Type Lightweights which were built in 2014.

When the factory run of lightweight E-Types was cut short in 1963 after just 12 of the planned 18 were built, it left the remaining six chassis numbers in limbo and it was these which were completed by Jaguar Heritage and the firms SVO division. Built up into the exact specification of the original 1960s cars, instead of Jaguar's present-day bonded aluminium construction, the E-Type Lightweights were hand-riveted, with panels having been digitally 3D scanned from an original car.

The continuation E-Types were so authentic that they were accepted without question as historic racers.





Reborn XKSS 2019

The fire at Browns Lane in February 1957 had spelled the end for production of the XKSS, but some 59 years later, the remaining nine chassis numbers which had been destroyed in the blaze were finally completed.

Created in Jaguar's newly established Classic Works division, the cars were exact copies of the original, with incredible attention to detail going into their make-up. Using original drawings, original manufacturers were approached, period manufacturing processes were revived and the end result was a brand new iteration of a 59-year-old car.



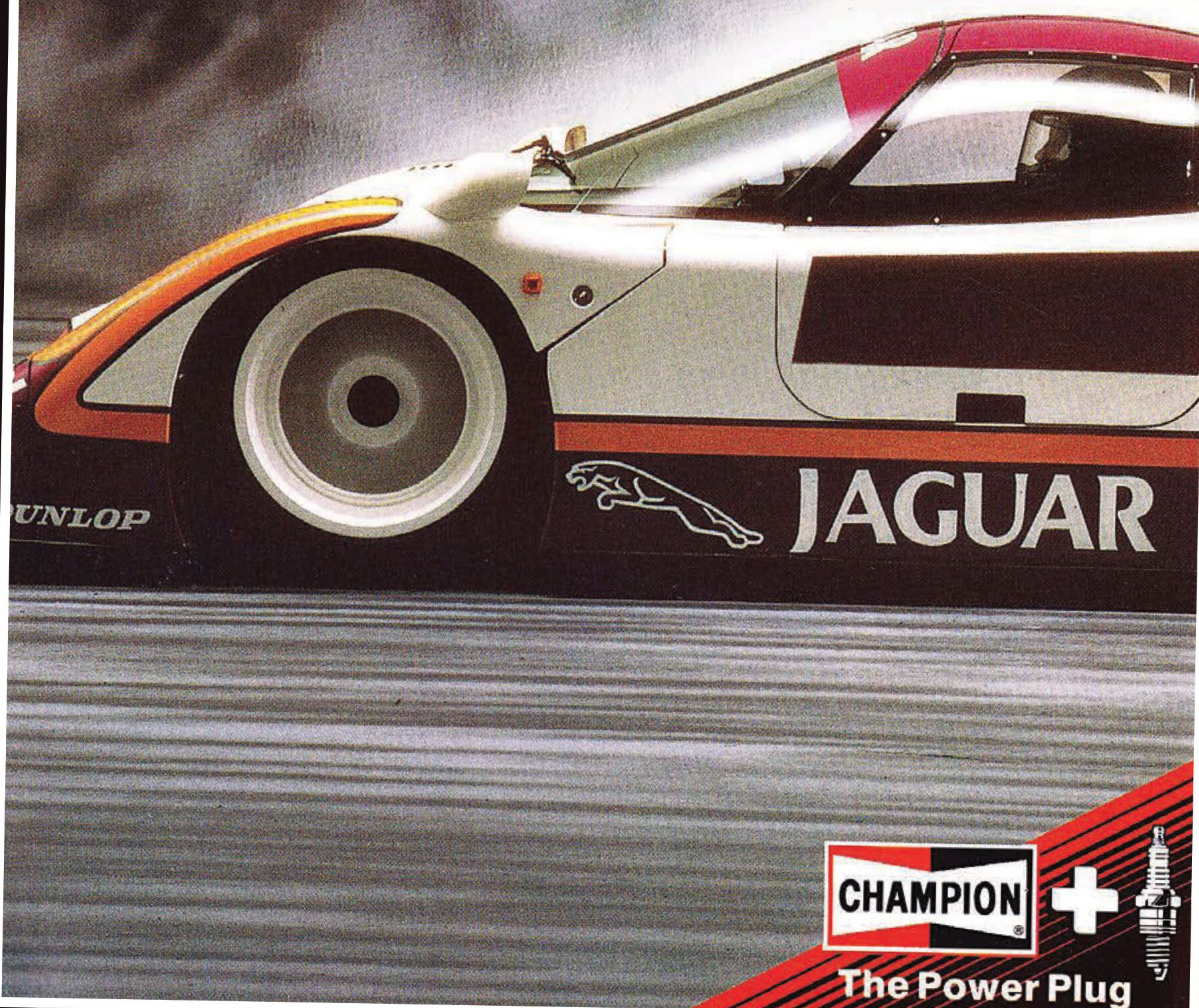
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